

Flight **MH370**



Reuters/Edgar Su

17 Fascinating Facts

Public Consultation Draft

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Author: Jay holds a professional research Doctorate from the University of Sydney.

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This public exposure draft was penned without assistance. I am grateful to receive feedback about errors and ideas from any source. You may e-mail the author at jay@journalistethics.com

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This book is inspired by the impressive research ethics of Deborah Tavares and Judy Wood. Deborah reminds us that much original evidence that explains critical events exists in public-access formats – for those with the time and will to synthesize these sources. Judy informs us that professional inquirers should objectively analyze primary data and bypass speculative gossip.

Acronyms

ACARS	Aircraft Communications Addressing and Reporting System
ATSB	Australian Transport Safety Bureau
SATCOM	Satellite Communications System

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Annex 2 Passenger and crew names (7 pages)

Annex 3 Cargo manifest – 8 documents (119 pages)*

Contains 24 staggered blank pages – per the original file uploads at

<http://www.mh370.gov.my/en/mh-cargo-document>

Annex 4 Boeing patent 'System and method for automatically controlling path of travel of a vehicle' (11 pages)

Annex 5 ACARS log (14 pages)

* Re: Page 33 of this report. Awaiting confirmation from the email below at March 2019.

The image shows a screenshot of an email form on the left and the MH370 Official Site on the right. The email form is from 'www.mh370.gov.my/en/contact-us' and contains the following fields:

- Name ***: Dr Jay Jericho
- Email ***: jay@journalistethics.com
- Subject ***: Re:
- Message ***:
Dear MH370 official,
Re:
<http://mh370.gov.my/en/mh-cargo-document>

Pease explain how I may obtain a copy of missing PDF "Document Handover to Security - 3".
Regards - Jay Jericho

The MH370 Official Site on the right features the Malaysian coat of arms, the text 'MH370 OFFICIAL SITE', a search bar, and navigation links: Home, Media, Contact Us (highlighted), and FAQ. A breadcrumb trail shows 'You are here: Home > Contact Us'. A green message box at the bottom states: 'Message Thank you for your email.'

Objective

This report is about the disappearance of Malaysia Airlines flight MH370. This civilian commercial airliner vanished on 8 March 2014. This aircraft's passengers, crew and cargo were never recovered. Some aircraft parts and contents were recovered. According to *official* accounts.

This publication aims to offer a comprehensive, logically ordered, up-to-date account of facts that are available in the public domain that concern this unprecedented international incident.

Analysis draws on two data types: primary and secondary. Primary sources relate to evidence publicized by the Malaysian Government, Australian Government, Malaysia Airlines and other statutory authorities. Secondary data accounts for around 3% of citations. I use explicit language to identify these sources as supportive. Independent research is the sole secondary data type.

This book contains three main sections. The first section discusses context facts published by official sources that are rarely contested in the public domain. The next section, part two, examines flight details. Part three explores data that relates to search and rescue ventures.

Core facts

This section documents core data that center around the known and likely flight paths and consequent disappearance of Flight MH370. My classification of materials as ‘facts’ is based on the following criteria being met:

- The information has been published by an official, first-hand source such as Malaysia Airlines;
- The data has not been corrected more than once since its first publication.
- The data has not been contested by multiple institutions that are able to use scientific methods to debunk the official account beyond reasonable doubt.

This book explicitly identifies materials that have critical relevance to the official narrative but does not meet all three criteria listed above. In cases where the quality of data is dubious, I use explicit language to identify and fairly evaluate the impact of this evidence in my discussions.

This chapter critically examines nine main primary data sources. This evidence relates to MH370's: flightpath, aircraft body, crew, passengers, cargo, safety systems, satellite data and flight record data. It also explores limited debris located from this missing aircraft.

Table 1 captures the key ‘facts’ of the disappearance of Flight MH370. I place the word ‘facts’ in single inverted commas to highlight the ambiguity of this word in context. This adjective is synonymous with nouns and adjectives such as: objective data, truth and concrete evidence.

Table 1: Missing Flight MH370 – the basic ‘facts’

Issue	Discussion
Who	239 lives were on board this Malaysia Airlines flight.
What	Commercial airliner flying from Kuala Lumpur to Beijing.
When	Left Kuala Lumpur and disappeared from radar at 2.22 MYT on 8 March 2014.
Where	The full flight path and exact location of the aircraft and passengers is unknown.
Why	The cause/s and reason/s for the disappearance are not officially established.
How	Technical problems and/or other interventions have not been established.

Source: mh370.gov.my

I encourage critical-thinkers to take no facts for granted and question everything. For example, you may question if Flight MH370 existed. This well-intended statement bears no disrespect to any victims of this tragedy. Fake, agenda-driven government communiqués and media stories are a fact of life. They are rampant in high-stakes crises that have transnational implications.

Fact 1

The disappearance of a large commercial airliner, loaded with passengers, is unprecedented in recent decades.

Precedents

Aviation authorities argue that the disappearance of a commercial aircraft is unprecedented in recent decades (*e.g.* International Civil Aviation Organization, 2015). Modern airliners can be traced via four live tracking systems in addition to its flight recorders. Table 2 lists these systems.

MH370 tracking systems		MH370 primary reference
1.	Primary aircraft transponder Backup aircraft transponder (manual activation) Primary ground radar (Air Traffic Control) Secondary Surveillance Radar (Air Traffic Control)	Malaysian Government (2018, pp. 7, 105, 276)
2.	Satellite voice data: five channels (Inmarsat)	Malaysian Government (2018, pp. 2, 116)
3.	Satellite Data Communication System (Inmarsat)	Malaysian Government (2018, p. 116)
4.	Engine Health Monitoring Data – Rolls Royce	Malaysian Government (2018, p. 49)
5.	Two flight recorders: Cockpit voice and data	Malaysian Government (2018, p. 133)

MH370 was also partially tracked by three nations' military radar systems per Table 3 below.

Independent tracking systems		MH370 primary reference
1.	Military radar: Thailand, Malaysia, Viet Nam	Malaysian Government (2018, p. 3)

The fact that Flight MH370's *precise* flight path evaded tracking systems listed in Tables 2 and 3 is the context that distinguishes this event as unprecedented in recent decades. Moreover, there are ostensibly no credible eyewitness accounts of this flight landing, crashing or disintegrating.

Interest

The “Safety Investigation Report Malaysia Airlines Boeing B777-200ER (9M-MRO) 08 March 2014” uses the adjective “interest” 12 times (pp. xxiv, xxv, 37, 47, 86, 175, 196, 221, 225, 252, 361 & 442). Six uses relate to issues that pertain to public interest about specific aspects of the flight as shown in Figure 1. Page xxv of this report introduces the adjective “interest” when it defines the word “incident” in the context of historical safety issues, per Figure 1.

Figure 1: Flight MH370 – official topics of interest

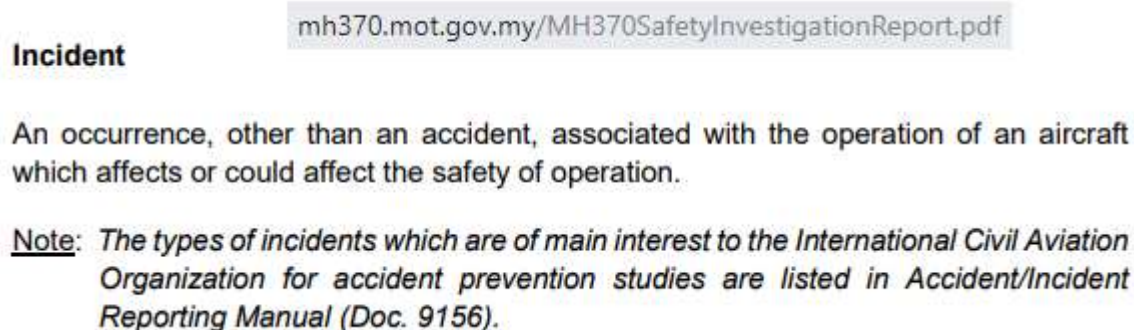
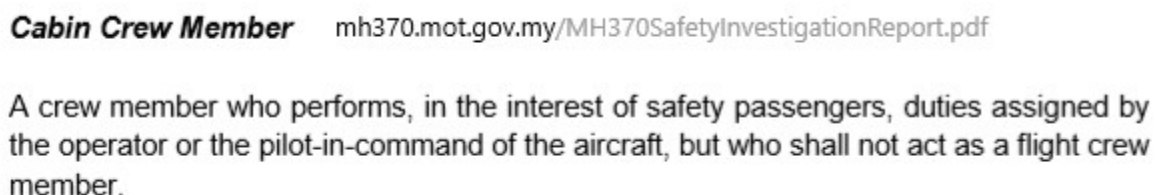


Figure 2 from page xxiv of this report is an extract example from this document of the five other uses the adjective “interest” that refer to generic aviation contexts, as opposed to Flight MH370.

Figure 2: Incidental topics of interest



The next six images overleaf are matters of “interest” that are specific to Flight MH370.

Fact 2

According to the Malaysian Government (2018), the pilots and crew of Flight MH370 are not suspected of involvement in the disappearance of the Boeing 777 aircraft and passengers.

Figure 3: Pilots' behavior and demeanor (p. 37)

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

1.5.11 Behavioural Events

There were no behavioural signs of social isolation, change in habits or interest, self-neglect, drug or alcohol abuse of the PIC, FO and the cabin crew.

Figure 4: Oxygen system replenishment (p. 47)

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

b) Oxygen System Replenishment

A Technical Log entry of interest, made on 07 March 2014, is the replenishment of crew oxygen system. This replenishment was reviewed in detail together with information gathered from the interview of the LAME who performed the task. Replenishment (servicing) of the crew oxygen system is a routine procedure, carried out before the minimum pressure required for departure is reached, usually carried out during a Stayover check. The

Figure 5: Navigation systems (pp. 86 and 87)

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

10) Navigation Systems

The Navigation systems of interest include Global Positioning System (GPS), Air Data Inertial Reference System (ADIRS) and the Flight Management System (FMS).

a) Global Positioning System

The Left and right GPS receivers are independent and use navigation satellites to supply very accurate position data to the

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FMC. One is powered by the 115V AC Standby bus and the other by the 115V AC Transfer bus. They pass data to aircraft systems including the ADIRS via the AIMS. GPS tuning is automatic. If the Air Data Inertial Reference Unit (ADIRU) becomes inoperative during flight, the EICAS displays the message NAV ADIRU INERTIAL and the FMC uses only GPS data to navigate.

b) Inertial System

Figure 6: Malaysia Airline's financial history (p. 196)

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

The airline's performance for the past years had been a subject of great interest as it had suffered financial losses. Competition from emerging low-cost operators significantly contributed to the negative performance of the Company. MAS had in its fleet the A380, A330, B747-400, B777-200ER, B737-400 and B737-800. Its subsidiaries Firefly & MASWings operated the ATR-72 plying most of the domestic network in Peninsular and East Malaysia.

In spite of its scaled-down operations it was still a fairly large organisation (*Figure 1.17C* [below] shows the *Organisation Structure of MAS*), with a staff strength of more than 20,000 employees. It was headed by a Group Chief Executive Officer (CEO) who reported to the Board. Eight Directors reported to him, each heading a Division. The Divisions were, as follows:

- Group CEO Office
- Commercial
- Operations
- Corporate Services
- Customer Services

Figure 7: Pilots' recent behavior (pp. 361 and 362)

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

7) Recent Behaviour

According to family members and work associates who interacted with the PIC, FO and the cabin crew on the day of the flight and on their most recent flights, there were no behavioural signs of social isolation, change in habits or interest, self-neglect,

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SAFETY INVESTIGATION REPORT MH370 (9M-MRO)

involvement in drug or alcohol abuse. There were no significant behavioural changes observed on all the CCTV recordings for the PIC, FO and cabin crew related to the flight.

Figure 8: Dangerous goods cargo (p. 442)

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

MH370 did not carry any cargo classified as dangerous goods. Two cargo items of interest (the Lithium ion Batteries and Mangosteens) which were carried on MH370 had also been transported via scheduled flights on MAS before and after the event. These items were packed and loaded according to standard operating procedures.

Methods

The author of this book constantly applies critical-thinking and graduate level research methodologies to draw inferences. He triangulates multiple data sources and multiple methods to validate findings. My analysis eliminates or severely marginalizes the influence of known contaminated data such as false information, misleading statements, bias and errors.

Mention of these basic research methods principles above aims to guide critical-thinkers who conduct their own research. Whether you agree with the research methodologies and conclusions drawn in this document are of secondary importance. The primary objective of this book seeks to empower investigators to conduct free-willed, rigorous research by critically evaluating multiple quality, relevant materials that relate to known facts about Flight MH370.

Table 4 overleaf offers an introduction to sound research methodologies. It explains how critical researchers can successfully use this information to evaluate the reliability of original primary source data such as official government policy documents and interviews with eye witnesses whose legitimacy is established. Original evidence is usually more accurate than secondary data.

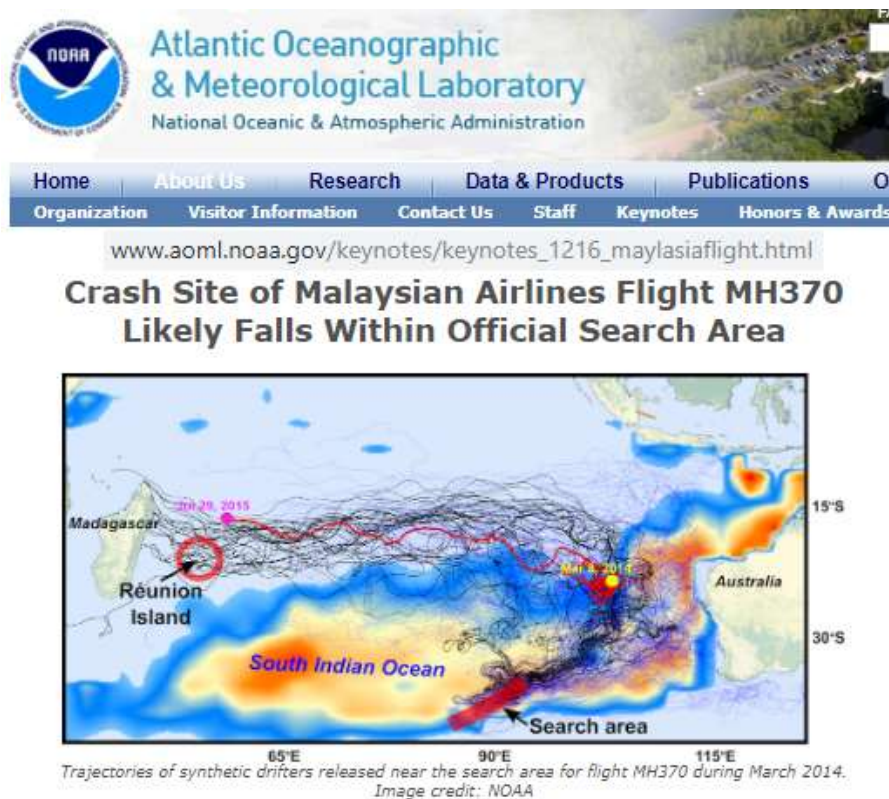
An example of secondary data are media articles and non-fiction books that report official and unofficial developments that concern MH370 (*e.g.* Figure 70). Where possible, researchers should check the existence and accuracy of all primary and secondary evidence cited by others.

Table 4: Critical-thinking – Questioning data sources

Data principle		Explanation and example
1.	Bias	<p>Sources that are known or suspected to be influenced by a conflict-of-interest should be ignored or analyzed with extreme caution.</p> <p>Example: The Air Malaysia Press Officer announces on 15 March 2014 that “There are no major daily developments to announce today that are of concern to the media or the families of those onboard Flight MH370”.</p> <p>Critical-thinkers should question this statement. The Press Officer’s language suggests there have been developments in the past 24 hours that may concern other parties. The gravity of this public tragedy means that virtually all developments related to this case are of major interest to the public.</p>
2.	Errors (accidental)	<p>Data sources that are influenced by factual errors in content and opinions should be ignored or analyzed with extreme caution.</p> <p>Example: Malaysia’s Transport Minister issues a press release that plots the flight path of the first 10 minutes of code Flight MH371. A journalist calls out his mistake and the Minister responds “MH370 and MH371 had very similar flight paths. You can use this accidental data release in lieu of MH370”. This response is not acceptable. The seriousness of this event calls for the highest level of due diligence. Data accuracy is paramount.</p>
3.	Falsities (deliberate)	<p>Data sources that supply content that is deliberately fake should be ignored in most cases or analyzed with extreme caution.</p> <p>Example: A junior press officer willfully informs the Press Corps that “there is no daily memorandum update to distribute today”. This officer is embarrassed by the content of the daily memo. A diligent researcher should act to obtain this withheld public information.</p>
4.	Misleading	<p>Data sources that are influenced by misleading content should be ignored or analyzed with extreme caution.</p> <p>Example: A Boeing spokesperson states that “The Boeing 777 series has an impeccable safety record – it has not recorded a midflight emergency in the past 3 months”. This reference to 3 months is dubious. It is too short to cite in terms of an “impeccable safety record” in the long-term general sense.</p>

Primary data example

Figure 9 below, “Atlantic Oceanographic & Meteorological Laboratory” is an extract from the official website of a statutory agency. This specific webpage is an example of a primary data source that relates to the disappearance of Flight MH370.



December, 2016

On March 8, 2014, Malaysian Airlines flight MH370 from Kuala Lumpur, the capital city of Malaysia, to Beijing, China went missing with 239 people aboard. The circumstances surrounding the aircraft's disappearance led to various hypotheses to explain the event and to suggest the location of where the plane entered the water.

This webpage above is primary data as it is under the control of a government that is an official MH370 search partner (US Department of Defense, 2014). Staff from this laboratory can obtain access to official information concerning the Malaysian Government's aviation investigation.

Secondary source example: critical inquiry

This article published by Reuters dated 7 March 2014 at 8:55 pm seems to predate the first time that Flight MH370 disappeared from all radar systems, which occurred at 2.22am Malaysia Time zone (MYT). The article in figure 10 may be an example of how breaking news reports are often sketchy and incorrect. It appears Reuters's article was published in a different time zone.

Figure 10: Flight MH370 – preliminary sketchy media reports



Research in this book perpetually avoids speculation and focuses exclusively on facts. It presents corporate media articles as facts only when media content is the topic of discussion. Mainstream corporate media is rarely an independent disseminator of facts. For example, as shown above, global mainstream media work with external business partners, such as corporate sponsors.

Case study Questioning media narratives – ‘Media darlings’

Blaine Gibson (Figure 11) is arguably the highest profile field investigator who ostensibly conducted independent, multi-nation deep research into the disappearance of Flight MH370.

Figure 11: Blaine Thompson in *The Guardian*, 2016

<https://www.theguardian.com/world/2016/sep/26/the-man-on-a-solo-mission-to-find-the-wreckage-of-flight-mh370>



MH370: debris found in Madagascar in June still not collected by Malaysia

Earlier this month, the Malaysian transport minister, Datuk Seri Liow Tiong Lai, said that 22 potential pieces of aircraft debris had been found so far, along the coastlines of South Africa, Mozambique, Mauritius and Tanzania. Fourteen of these fragments have been found by one man, Blaine Alan Gibson, the result of an independent, self-funded investigation he began 18 months ago. Several are under investigation or awaiting pickup by authorities, but one - a horizontal stabiliser, stencilled with the words “NO STEP”, which Gibson found on a sandbank in Mozambique in late February - is almost certainly from MH370.

There are positive aspects of Blaine’s work as reported in secondary source media. His research:

- ✓ Was self-funded and therefore was not subject to external pressures;
- ✓ Sustained a dedicated focus over an extended period of around 3 years;
- ✓ Conducted on-the-ground fieldwork, in-person, in multiple nations;
- ✓ Recovered multiple pieces of aircraft and cargo debris from flight MH370.

Gibson is a lawyer by profession. Such technical searches are best led by those with extensive experience in aviation and/or maritime searches. Blaine received much positive free press from global media empires. I encourage critical-thinkers to question the accuracy of mainstream media accounts about this person’s work and motives. Consider if issues such as accidental errors, bias, misinformation and disinformation are relevant. Media reports of Gibson’s work are secondary data. An interview with Gibson about his work is primary data as it is a direct link to his venture.

This section examines six topical facts that relate to the disappearance of Flight MH370. These issues relate to this flight's: crew, passengers, cargo, flightpath, aircraft body and safety systems. Discussions triangulate multiple independent primary evidence from industry and government sources. The vast bulk of these data sets are of Malaysian and Australian origin.

Figure 12 is an image of Malaysia Airlines Boeing B777-200ER (9M-MRO) dated 2010. The numbers in this description are the serial number of the Boeing aircraft used for Flight MH370.

Figure 12: Malaysia Airlines Boeing B777-200ER (9M-MRO)



Source: Malaysian Government (2018, cover page)

Picture date: 2010

Crew

Captain Z B A Shah was the senior pilot in charge of Flight MH370. The Malaysian Government Ministry of Transport (2018, p. 26) summarizes his profile per Figure 13 below.

Figure 13: Flight MH370 – Captain's profile

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

1) Personal Profile of Pilot-in-Command

Sex	Male
Age	53 years
Marital Status	Married with 3 children
Date of joining MAS	15 June 1981
Licence country of issues	Malaysia
Licence type	Air Transport Pilot Licence (ATPL)
Licence number	A751
Validity Period of Licence	14 May 2014
Ratings	Boeing B777
Medical Certificate	First Class (valid until 30 June 2014)
Aeronautical experience	18423:40 hours
Experience on type	8659:40 hours
Last 24 hours	0:00:00 hours
Last 72 hours	07:00:00 hours
Last 07 days	20:39:00 hours
Last 28 days	91:04:00 hours
Last 90 days	303:09:00 hours
Last line check	08 April 2013
Instrument rating check	15 November 2013
Last proficiency	15 November 2013
Last promotion	B777 Captain (22 September 1998)

Mr F B A Hamid was First Officer pilot of Flight MH370. The Malaysian Government Ministry of Transport (2018, p. 30) summarizes his profile per Figure 14 below.

Figure 14: Flight MH370 – First Officer’s profile

**SAFETY INVESTIGATION REPORT
MH370 (9M-MRO)**

1) Personal Profile of First Officer

Sex	Male
Age	27 years
Marital Status	Single
Date of joining MAS	23 July 2007
Licence type	Air Transport Pilot Licence (ATPL)
Licence number	A3550
Validity Period of Licence	26 July 2014
Ratings	Boeing B777
Medical Certificate	First Class (valid until 31 October 2014)
Aeronautical experience	2813:42 hours
Experience on type	39:11 hours
Last 24 hours	0:00:00 hours
Last 72 hours	0:00:00 hours
Last 07 days	28:47:00 hours
Last 28 days	51:17:00 hours
Last 90 days	158:46:00 hours
Last line check*	22 July 2013 (A330)
Instrument rating check*	04 December 2012 (A330)
Last proficiency	26 January 2014
Last promotion	B777 FO (04 November 2013)

* No record on B777

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

Malaysia Airlines provided official copies of its crew names to global media outlets in 2014. This report triangulates the accuracy of these reports against archives of four media agencies. These data sources were mirror-image matches. Figures 15 and 16 are data sample extracts.

MH 370 TECH & CABIN CREW

NO	NAME	NATIONALITY
1	ZAHARIE BIN AHMAD SHAH (TECH CREW)	Malaysian
2	FARIQ BIN AB HAMID (TECH CREW)	Malaysian
3	PATRICK FRANCIS GOMES	Malaysian
4	ANDREW NARI	Malaysian
5	GOH SOCK LAY	Malaysian
6	TAN SER KUIN	Malaysian
7	WAN SWAID BIN WAN ISMAIL	Malaysian
8	JUNAIDI BIN MOHD KASSIM	Malaysian
9	MOHD HAZRIN BIN MOHAMED HASNAN	Malaysian
10	NG YAR CHIEN	Malaysian
11	FOONG WAI YUENG	Malaysian
12	TAN SIZE HIANG	Malaysian

china.org.cn/world/2014-03/10/content_31731969.htm

MH 370 TECH & CABIN CREW

NO	NAME	NATIONALITY
1	ZAHARIE BIN AHMAD SHAH (TECH CREW)	Malaysian
2	FARIQ BIN AB HAMID (TECH CREW)	Malaysian
3	PATRICK FRANCIS GOMES	Malaysian
4	ANDREW NARI	Malaysian
5	GOH SOCK LAY	Malaysian
6	TAN SER KUIN	Malaysian
7	WAN SWAID BIN WAN ISMAIL	Malaysian
8	JUNAIDI BIN MOHD KASSIM	Malaysian
9	MOHD HAZRIN BIN MOHAMED HASNAN	Malaysian
10	NG YAR CHIEN	Malaysian
11	FOONG WAI YUENG	Malaysian
12	TAN SIZE HIANG	Malaysian

www.chinadaily.com.cn/world/2014planemissing/2014-03/08/content_17333033.htm

Fact 3

The First Officer's cell phone was the only handset, of 239 passengers, that connected with a cell phone tower after Flight MH370's transponder was disconnected, and this aircraft deviated from its scheduled flightpath.

Cell phone

The “Safety Investigation Report Malaysia Airlines Boeing” states that the First Officer’s cell phone was the only handset, of 239 passengers, that registered a connection with a cell phone tower after Flight MH370’s transponder was disconnected (Malaysian Government, 2018, p. 20).

As shown in Figure 17 below, the First Officer’s cell phone recorded a “hit” with a cell phone tower at Bandar Baru Farlim Penang, Malaysia, around 31 minutes after the transponder of Flight MH370 was disconnected.

Figure 17: Detection of hand phone signal

1.1.5 Detection of Hand Phone Signal mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

A Telco service provider in an interview with the RMP confirmed a signal “hit” occurred at 0152:27 MYT on 08 March 2014, coming from the mobile phone tower (LBS Location Base station) at Bandar Baru Farlim Penang. The signal “hit” however did not record any communication except to confirm that it was in the ON mode signal related to the “hit”. The phone number xxxxxxxx was later traced to that registered under the FO. This was supported by the RMP’s report.

To ascertain the probability of making calls inside an aircraft from different altitudes, a reconstructed flight using a King Air 350 over the said area and during the same time when the signal “hit” happened was carried out shortly after the disappearance of MH370. The flight was conducted from an altitude of 24,000 ft with step descents every 4,000 ft until 8,000 ft. The next descent was to 5,000 ft but at 1,000 ft interval. An expert from a Telco service provider conducted the test using three different brands of phone and related equipment that were carried on board the King Air 350. Test call will be automatically answered by the server in the event of connectivity.

Fact 4

The Royal Malaysian Police allegedly found flight simulator activities* on the private computer of the Captain of MH370. Two of these flight simulators apparently show the pilot practicing flight paths in remote areas in the Southern Indian Ocean region. This police agency also concludes that these activities are not a suspicious or criminal police matter.

* Annex 1 contains a copy of the 14-page flight simulator record.

Figure 18 refers to the Captain of Flight MH370 practicing flight simulations in the Southern area of the Indian Ocean. There are few populated Islands in this area. Little Amsterdam Island, a French Territory, is a rare example of a populated Island in this general region.

Figure 18: Royal Malaysia police report

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

2) Royal Malaysia Police's Report on Flight Simulator of PIC

The Royal Malaysia Police (RMP) seized the PIC's home flight simulator from the residence of the PIC on 15 March 2014.

The RMP Forensic Report dated 19 May 2014 documented more than 2,700 coordinates retrieved from separate file fragments and most of them are default game coordinates.

It was also discovered that there were seven 'manually programmed' waypoint⁴ coordinates (*Figure 1.5A* [below]), that when connected together, will create a flight path from KLIA to an area south of the Indian Ocean through the Andaman Sea. These coordinates were stored in the Volume Shadow Information (VSI) file dated 03 February 2014. The function of this file was to save information when a computer is left idle for more than 15 minutes. Hence, the RMP Forensic Report could not determine if the waypoints came from one or more files.

The RMP Forensic Report on the simulator also did not find any data that showed the aircraft was performing climb, attitude or heading manoeuvres, nor did they find any data that showed a similar route flown by MH370.

The RMP Forensic Report concluded that there were no unusual activities other than game-related flight simulations.

Figures 19 and 20 overleaf are unaltered extracts from page 28 of the above referenced report.

Figure 19 shows waypoints 6 and 7 as two of "seven 'manually programmed' waypoint" regions that Malaysian Police claim were found on this Captain's private home computer.

Figure 19: Seven manually programmed waypoints

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Figure 1.5A - Snapshot of Seven Manually Programmed 'Waypoints'

Source: Royal Malaysia Police

Figure 20: Waypoints 6 and 7

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

The RMP Forensic Report concluded that there were no unusual activities other than game-related flight simulations.

⁴ 'Manually programmed waypoints' - Manually programmed waypoints are waypoints that are not published in Airway Charts

Fact 5

The Malaysian Government has not eliminated the possibility that Flight MH370 was piloted by a “third party”.

Figure 21 shows that the Malaysian Government (2018, p. 283) reports:

vi) There is also no evidence to suggest that the aircraft was flown by anyone other than the designated MAS pilots. However, the Team does not exclude the possibility of intervention by a third party.

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

SAFETY INVESTIGATION REPORT MH370 (9M-MRO)

- v) It is determined that only the transponder signal of MH370 ceased from the ATC Controller display whilst displays from other aircraft were still available; and
- vi) There is also no evidence to suggest that the aircraft was flown by anyone other than the designated MAS pilots. However, the Team does not exclude the possibility of intervention by a third party.

The image above is extracted from “Section 2 – Analysis” of the above referenced report. To place this extract in context, Figure 22 below shows the commencement of this section.

SAFETY INVESTIGATION REPORT MH370 (9M-MRO)

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SECTION 2 – ANALYSIS

2.1 DIVERSION FROM FILED FLIGHT PLAN

2.1.1 Seven Simulator Sessions

To analyse further on how MH370 had diverted from the Filed Flight Plan

Commuters

Figure 23 tallies the 239 persons onboard Flight MH370. It identifies the crew (12) and commuter (227) composition. It classifies these totals by citizenship (Malaysian Government, 2018, p. 263).

Figure 23: Crew and passengers' nationalities

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

2) Nationalities of the Crew and Passengers

The nationalities of the flight crew and passengers on board MH370 are shown in *Table 1.18H* (below).

Countries		Crew		Passengers	Total
		Flight	Cabin		
1.	China	-	-	153	153
2.	Malaysia	2	10	38	50
3.	Indonesia	-	-	7	7
4.	Australia	-	-	6	6
5.	India	-	-	5	5
6.	France	-	-	4	4
7.	United States of America	-	-	3	3
8.	Ukraine	-	-	2	2
9.	Canada	-	-	2	2
10.	New Zealand	-	-	2	2
11.	Netherland	-	-	1	1
12.	Russia	-	-	1	1
13.	Chinese Taipei	-	-	1	1
14.	Italy* (Iran)	-	-	1	1
15.	Austria* (Iran)	-	-	1	1
Total		2	10	227	239

Table 1.18H - Breakdown of Nationalities of Passengers

* Travelling on stolen passports and discovered to be Iranian citizen (*Figures 1.18V & W [below] on Passengers' Seating Positions*).

Annex 2 archives the list of passenger and crew names. Malaysia Airlines provided official copies of its passenger list to global media outlets in 2014. This report triangulates the accuracy of these reports against archives of four media outlets. Figures 24 and 25 below are samples.

[apps.washingtonpost.com/g/documents/world/malaysia-airlines-flight-mh370-passenger-list/865/](https://www.washingtonpost.com/g/documents/world/malaysia-airlines-flight-mh370-passenger-list/865/)





MH370 Passenger Manifest


MH 370 PASSENGER MANIFEST

NO	NAME	NATIONALITY	AGE
1	AN/WENLAN	Chinese	65
2	BAO/YUANHUA	Chinese	63
3	BAI/XIAOMO	Canadian	37
4	BIAN/MAOQIN	Chinese	67
5	BIAN/LIANGJING	Chinese	27
6	BIBYNAZLI/MOHDHASSIM	Malaysian	62
7	BRODSKII/NIKOLAI	Russian	43
8	BURROWS/RODNEYMR	Australian	59
9	BURROWS/MARYMRS	Australian	54
10	CAO/RUI	Chinese	32

Figure 24 (above): Malaysia Airlines passenger list – Washington Post

<https://www.kgw.com/article/news/passenger-list-for-malaysia-flight-mh370/71518616>





MH370 Passenger Manifest

MH 370 PASSENGER MANIFEST

NO	NAME	NATIONALITY	AGE
1	AN/WENLAN	CHN	65
2	BAO/YUANHUA	CHN	63
3	BAI/XIAOMO	CAN	37
4	BIAN/MAOQIN	CHN	67
5	BIAN/LIANGJING	CHN	27
6	BIBYNAZLI/MOHDHASSIM	MYS	62
7	BRODSKII/NIKOLAI	RU	43
8	BURROWS/RODNEYMR	AUS	59
9	BURROWS/MARYMRS	AUS	54
10	CAO/RUI	CHN	32

Figure 25: KGW

Fact 6

The 20 employees of Freescale Semiconductor onboard Flight MH370 has attracted more attention from mainstream media than any other passenger or group of passengers.

Figure 26 below is a sample chosen for illustration purposes. Reuters is the world's largest mainstream news distribution agency. Articles cited from this agency are representative of the content and slant reported by mainstream English language news media.

Figure 26: Freescale Semiconductor passengers

www.reuters.com/article/us-malaysia-airlines-freescale/loss-of-employees-on-malaysia-flight-a-blow-u-s-chipmaker-said-idUSKBN081000

Loss of employees on Malaysia flight a blow, U.S. chipmaker says

Noel Randewich

3 MIN READ



SAN FRANCISCO (Reuters) - Employees of Freescale Semiconductor who were on a Malaysia Airlines flight presumed to have crashed were doing sophisticated work at the U.S. chipmaker, a company spokesman said on Sunday.

The 20 Freescale employees, among 239 people on flight MH370, were mostly engineers and other experts working to make the company's chip facilities in Tianjin, China, and Kuala Lumpur more efficient, said Mitch Haws, vice president, global communications and investor relations.

"These were people with a lot of experience and technical background and they were very important people," Haws said. "It's definitely a loss for the company."

None of Austin, Texas-based Freescale's most senior executives were on board the Boeing Co 777-200ER airliner that vanished from radar screens about an hour after it took off from Kuala Lumpur for Beijing on Saturday.

The employees who were on board, 12 from Malaysia and eight from China, came from a range of disciplines and they were part of a broad push by Chief Executive Officer Gregg Lowe to make Freescale more efficient and cost effective, Haws said.

Fact 7

Freescall Semiconductor had 6 kilograms of “Vehicle electronic chips” onboard Flight MH370 located onboard in the cargo section.

Figure 27 is Table 1.18F from page 253 of the “Safety Investigation Report Malaysia Airlines Boeing B777-200ER (9M-MRO)”.

Figure 27: List of cargo onboard MH370

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mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

No.	COMPANY (MALAYSIA)	AIRWAY BILL	AGENT TRANSPORTER (MALAYSIA)	ITEMS	WEIGHT (nett)
1.	Grolier (M) SB Balakong Selangor	232-2009141	Kerry Logistics (M) Subang Jaya, Selangor	Scholastic assorted books	2,250 kg
2.	Motorola Solutions (M) Bayan Lepas Penang	232-0677085	NNR Global Logistic Batu Maung Penang	Lithium Ion batteries- walkie-talkie accessories & chargers	2,453 kg
3.	Panasonic Industrial Devices Sales, Shah Alam, Selangor	232-12022382	Panalpina Transport (M) MAS Cargo, KLIA,	Electrical parts capacitors	26 kg
4.	Freescall Semiconductor Petaling Jaya, Selangor	232-12022404	Panalpina Transport (M) MAS Cargo, KLIA	Vehicle electronic chips	6 kg
5.	Agilents Technologies Bayan Baru, Penang	232-10664905	Kintetsu World Express MAS Cargo Penang	Electronic measurements	646 kg
6.	Poh Seng Kian Muar, Johore	232-12007306	Poh Seng Kian Muar, Johore	Fresh mangosteens	4,566 kg
7.	Malaysian Express Worldwide, Subang Jaya Selangor	232-11873632	Malaysian Express Worldwide, Subang Jaya, Selangor	Courier materials - documents	6 kg

Cargo

This section summarizes the manifest for Flight MH370. As shown in Figure 28, 9 official public access documents itemize the freight load for this flight.

MH Cargo Document	www.mh370.gov.my/en/mh-cargo-document
Document Handover to Security - 1	 DOC 1.pdf
Document Handover to Security - 2	 DOC 2.pdf
Document Handover to Security - 4	 DOC 4.pdf
Document Handover to Security - 5	 DOC 5.pdf
Document Handover to Security - 6	 DOC 6.pdf
Express Handling Unit / Export - Service Report	 DOC 7.pdf
Express Handling Unit / Export - Service Report - 2	 DOC 8.pdf
Express Handling Unit / Export - Service Report - 3	 DOC 9.pdf

These eight documents contain a total of 119 pages. A full copy of these documents appears in Annex 3 in the order listed in Figure 28 above. Blank pages in this Annex are blank in the originals.

The Malaysian Government Ministry of Transport Report (2018, p. 252) published in 2018 titled “Safety Investigation Report Malaysia Airlines Boeing B777-200ER (9M-MRO) 08 March 2014” summarizes the cargo items and tallies the weight by category type, per Figure 29, below.

Figure 29: Cargo weight by item type

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

CARGO ITEMS	WEIGHT (in kg)	
	NETT	GROSS
Scholastic Assorted Books	2,250	2,320
Lithium Ion Batteries	221	2,650
Walkie Talkie and Radio Accessories and Chargers	2,232	
Electrical Parts (Capacitors)	26*	(410 + 394) 804
Vehicle Electronic Chips	6*	
Electronic Measurements	646*	
Fresh Mangosteens	4,566	4,926
Courier Materials - Documents	6	6
Total	9,953	10,806

The report cited in the paragraph above (p. 252) states a fact reported in news media. The “cargo that had generated interest” relate to lithium batteries and mangosteens per Figure 30, below.

Figure 30: Cargo of interest

The cargo that had generated interest were:

- Lithium ion Batteries (Li-Ion) and Accessories - 2,453 kg; and
- Mangosteens - 4,566 kg.

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

Aircraft

The Malaysian Government Ministry of Transport (2018, pp. 39-96) report published in 2018 titled “Safety Investigation Report Malaysia Airlines Boeing B777-200ER (9M-MRO) 08 March 2014” discusses technical aspects related to this aircraft over 48 pages. This section summarizes the core information from this section. For example, Figure 31 below shows that the “Manufacturer’s Line No.” is series “404” (p. 39).

Figure 31: Aircraft – Factual information

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

SAFETY INVESTIGATION REPORT MH370 (9M-MRO)

SECTION 1 – FACTUAL INFORMATION

1.6 AIRCRAFT INFORMATION

1.6.1 Airframe

Manufacturer	Boeing Company
Model	777-2H6ER
Serial Number	28420
Manufacturer’s Line No.	404
Variable No.	WB175
Registration	9M-MRO
Date of manufacture	29 May 2002
Date of delivery to MAS	Delivered new on 31 May 2002
Certificate of Airworthiness	M.0938 valid to 02 June 2014
Certificate of registration	M.1124 issued 23 August 2006. Replacement of Certificate issued on 17 June 2002
Last Maintenance check	A1 Check on 23 February 2014 at 53,301:17 hours and 7,494 cycles
Total airframe hours/cycles	53,471.6 hours/7,526 cycles (as of 07 March 2014)

Fact 8


In 2006, Boeing was awarded an American patent for a flight technology that enabled its aircraft to be piloted via remote control.



Figure 32 is an extract from the top first page of the Boeing patent. A full copy of this 11-page document is archived in Annex 4.

Figure 32:

Boeing remote control patent

		 US007142971B2	
(12)	United States Patent Brown et al.	(10) Patent No.:	US 7,142,971 B2
		(45) Date of Patent:	Nov. 28, 2006
<hr/>			
(54)	SYSTEM AND METHOD FOR AUTOMATICALLY CONTROLLING A PATH OF TRAVEL OF A VEHICLE	5,510,991 A *	4/1996 Pierson et al. 701/11
		5,547,208 A *	8/1996 Chappell et al. 180/281
		5,559,491 A *	9/1996 Stadler 340/426.25
		5,781,103 A *	7/1998 Gilling 340/441
(75)	Inventors: Eric D. Brown , Huntington Beach, CA (US); Douglas C. Cameron , Seal Beach, CA (US); Krish R. Krothapalli , Redondo Beach, CA (US); Walter von Klein, Jr. , Long Beach, CA (US); Todd M. Williams , Long Beach, CA (US)	5,904,724 A *	5/1999 Margolin 701/120
		6,278,913 B1 *	8/2001 Jiang 701/3
		6,356,802 B1 *	3/2002 Takehara et al. 700/215
		6,405,107 B1 *	6/2002 Derman 701/3
		6,584,383 B1 *	6/2003 Pippenger 701/3
		6,636,786 B1 *	10/2003 Partel 701/3
(73)	Assignee: The Boeing Company , Chicago, IL (US)	6,641,087 B1 *	11/2003 Nelson 244/118.5
		6,658,572 B1	12/2003 Craig 713/200
(*)	Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.	(Continued)	
		FOREIGN PATENT DOCUMENTS	
(21)	Appl. No.: 10/369,285	CN	1343605 A 4/2002
(22)	Filed: Feb. 19, 2003	(Continued)	
(65)	Prior Publication Data US 2004/0162670 A1 Aug. 19, 2004	<i>Primary Examiner</i> —Gertrude A. Jeanglaude (74) <i>Attorney, Agent, or Firm</i> —Alston & Bird LLP	
(51)	Int. Cl. G06F 19/00 (2006.01)	(57)	ABSTRACT
(52)	U.S. Cl. 701/110; 701/23; 701/25; 701/26; 701/28	The method and system for automatically controlling a path	

Flightpath

According to the “Safety Investigation Report Malaysia Airlines Boeing B777-200ER (9M-MRO) 08 March 2014”, the Flight Plan Routing of MH370 was auto-selected by the aircraft’s computer system. This selection was based on forecast calm weather patterns, per Figure 33.

Figure 33: Flight plan routing

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

xvii) Flight Plan Routing

The Company's policy required the despatcher to evaluate the flight routing for the best economy routes to Beijing based on the OCC Flight Management System. As there was no known enroute weather forecast that could pose a threat for MH370, the usual standard routing was chosen. This was normally done by the computer system to give the despatcher the recommended routing unless otherwise modified.

The image overleaf is page 9 of the above-named report. This image compares the “Filed Flight Plan Route” (shown in red) against the diversion route, shown in black dotted lines. This is one of the best official visual summaries of Flight MH370’s alleged flightpath during the first 39 minutes of its flight, prior to it disappearing from secondary radar in the South China Sea.

Figure 34: Radar flightpath tracking

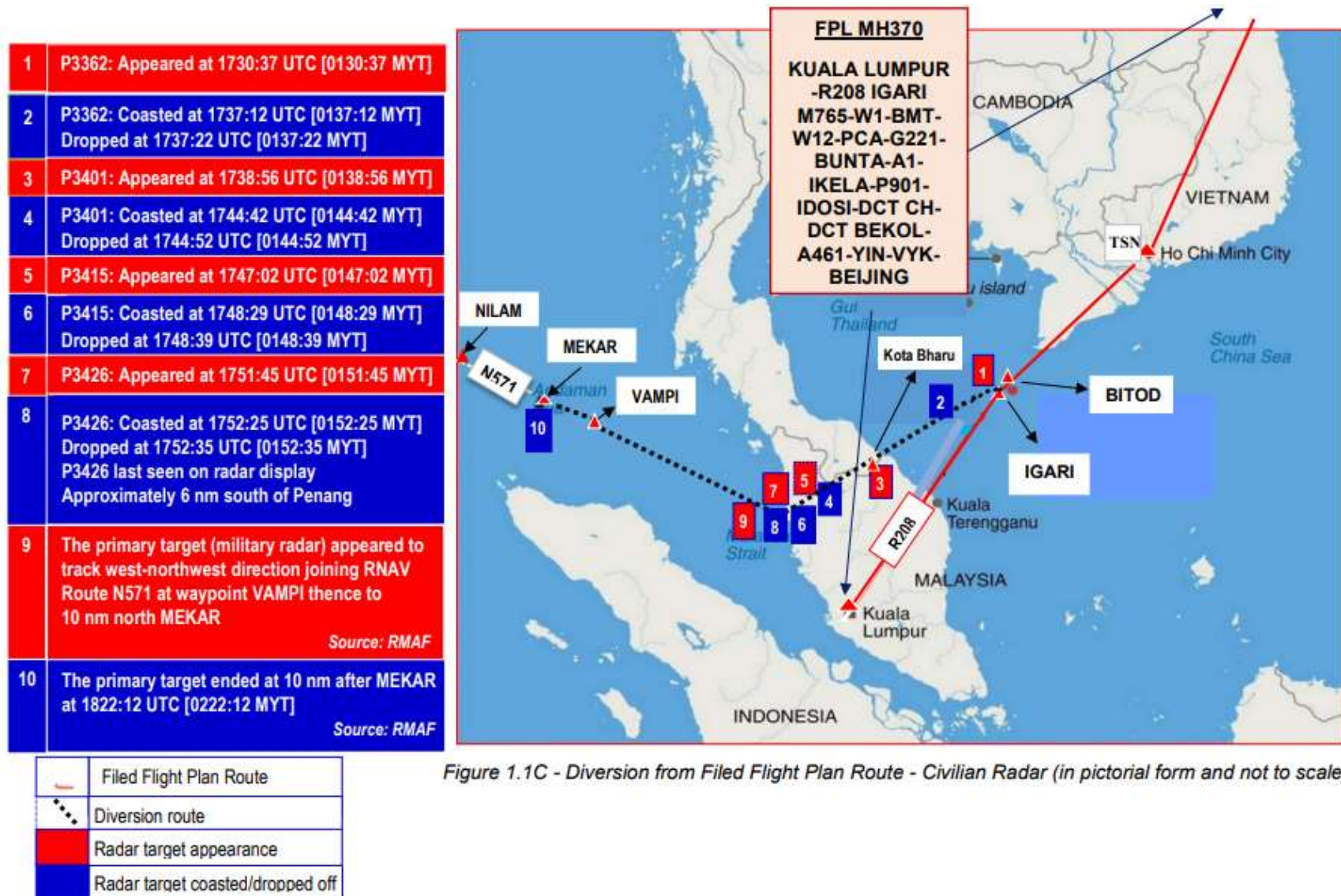


Figure 1.1C - Diversion from Filed Flight Plan Route - Civilian Radar (in pictorial form and not to scale)

Fact 9

MH370's onboard secondary radar transponder disconnected around two minutes after it left Malaysian Air Traffic Control airspace.

According to the “Safety Investigation Report Malaysia Airlines Boeing B777-200ER (9M-MRO) 08 March 2014” the last recorded voice communication from Flight MH370 occurred at around 0119:26 MYT, as shown in Figures 35 and 36 below.

Figure 35: Last recorded voice communication

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

At 1719:26 UTC [0119:26 MYT], MH370 was instructed to contact HCM ACC on the radio frequency 120.9 MHz.

At 1719:30 UTC [0119:30 MYT], MH370 acknowledged with “*Good night Malaysian Three Seven Zero*”. This was the last recorded radio transmission from MH370.

Radar recording showed that MH370 passed through waypoint IGARI at 1720:31 UTC [0120:31 MYT].

Figure 36: Disappearance of secondary radar position symbol

SAFETY INVESTIGATION REPORT mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf
MH370 (9M-MRO)

The Mode S symbol of MH370 dropped off from radar display at 1720:36 UTC [0120:36 MYT], and the last secondary radar position symbol of MH370 was recorded at 1721:13 UTC [0121:13 MYT].

The disappearance of the radar position symbol of MH370 was captured by the KL ACC radar at 1721:13 UTC [0121:13 MYT]. The Malaysian military radar and radar sources from two other countries, namely Viet Nam and Thailand, also captured the disappearance of the radar position symbol of MH370. The Bangkok radar target drop occurred at 1721:13 UTC [0121:13 MYT] and Viet Nam's at 1720:59 UTC [0120:59 MYT].

Fact 10

The western deviation route of Flight MH370 maintained a non-random trajectory that avoided violating Indonesia's airspace.

Figure 37 (ATSB 2017, p. 9) shows that the deviated flight path of MH370 skirts along the southern border of Thailand. Its trajectory in the Malaccan Strait skirts along the mid-point between Malaysia and Indonesia. MH370 avoids entering Indonesia's civil and military airspace.

Figure 37: Flightpath avoids Thai and Indonesian airspace

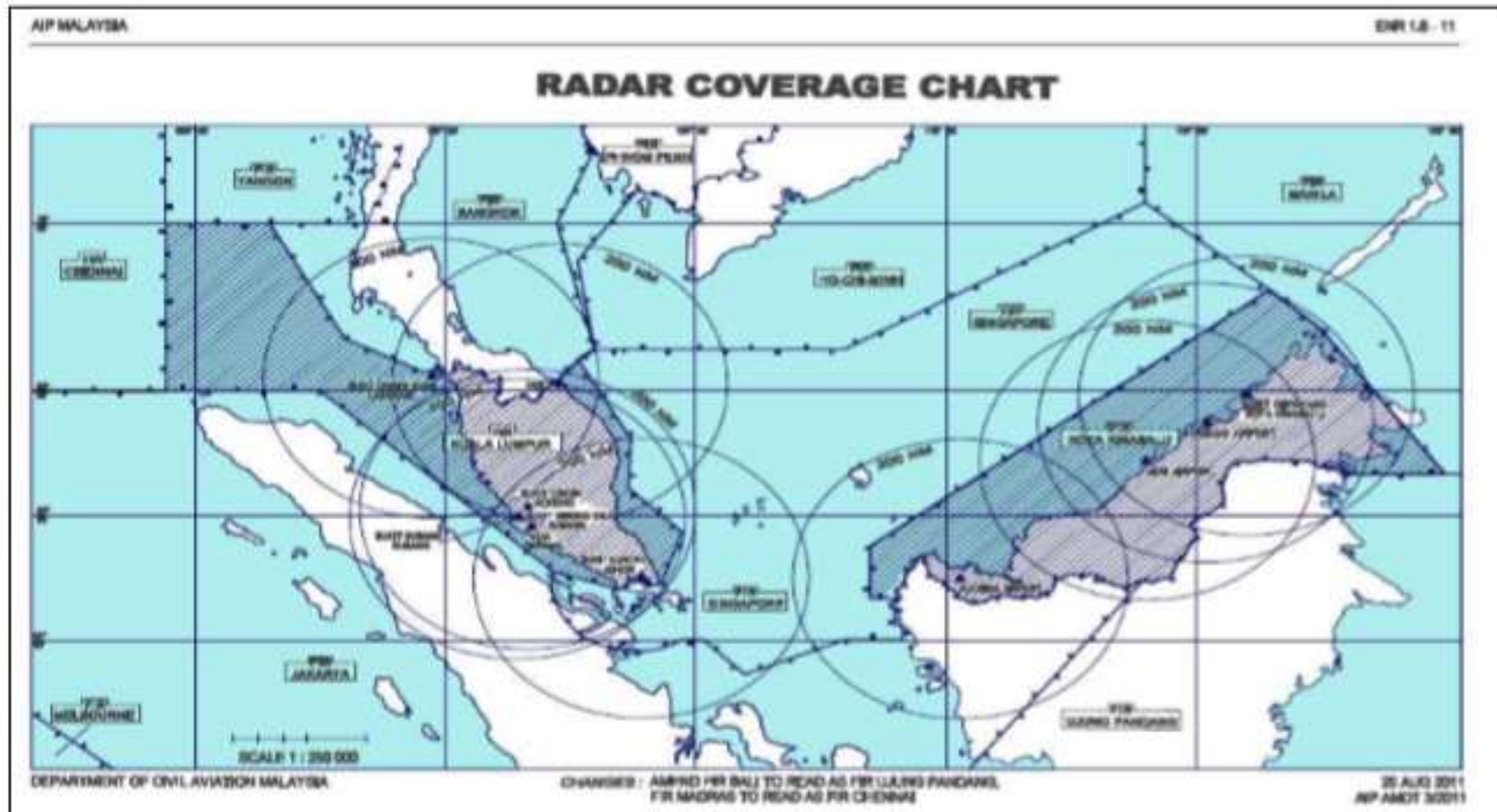


The tight proximity of the deviated westerly path of Flight MH370 to national boundaries was noted by numerous media (*e.g.* BBC, 2015). For example, NDTV (2014), citing CNN, claims that an unnamed government official commented on the suspicious coincidence of how MH370's flightpath avoids Indonesian airspace. Figure 38 overleaf is an unaltered copy of Figure 1.1H from the official Malaysian Government report into Flight MH370 (2018, p. 14). It is debatable if this report subtly and implicitly draws an association between the coincidental way that the deviated flightpath of MH370 skirts around the airspace border of Thailand and Indonesia. It is a fact that this report does not directly or explicitly draw attention to this interesting observation.

Figure 38: Radar coverage chart

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mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf



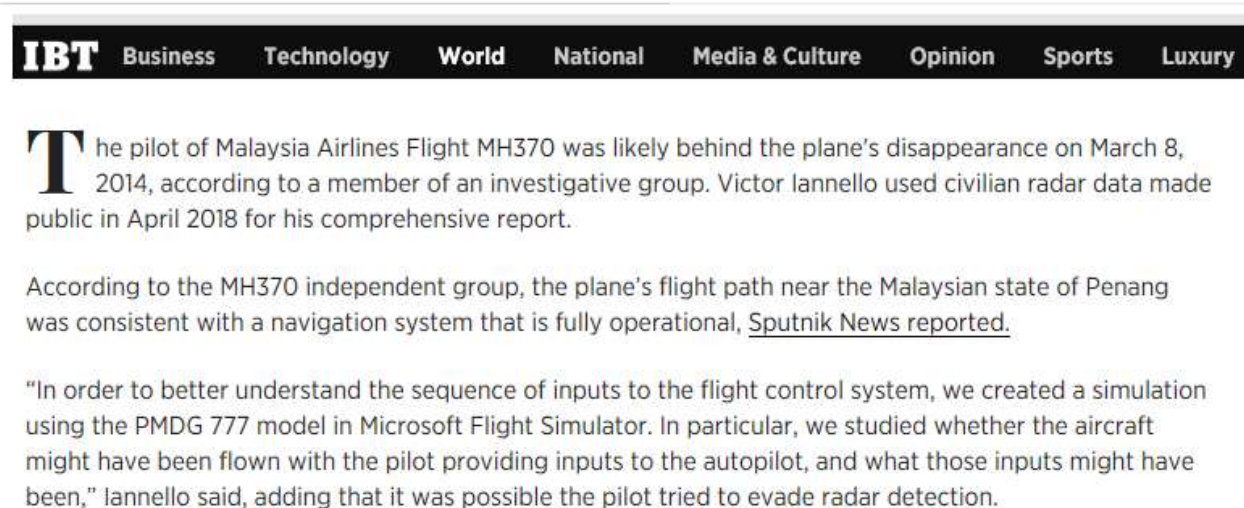
Case study: Mainstream media myths

This story published by IB Times on 14 January 2019 is indicative of the many ways that corporate media has repeatedly disseminated unofficial ‘facts’ and theories about Flight MH370 that do not align with official government-led: investigative reports, press releases and ministerial speeches.

Figure 39:

Media reports of MH370 evading radar detection

<https://www.ibtimes.com/mh370-conspiracy-theory-pilot-planned-planes-disappearance-2751889>



Official investigation reports published by Malaysian and Australian Government air and maritime search and investigation agencies do not state that MH370 pilots deliberately avoided radar systems. The caption above that references "Sputnik News" does not cite Dr Iannello's statement direct. It relies on a secondary source news article to indirectly quote its source.

Fact 11

The public transcript of the ACARS data log is incomplete – 26 minutes are absent.

Numerous mainstream media journalists (*e.g.* Hill in MSN, 2018) and independent researchers (*e.g.* Iannello, 2018) state that the ACARS traffic logs of Flight MH370, as reported in the final report published by the Malaysian Government (2018) are edited and incomplete. Figure 40 is an extract example from a mainstream media outlet, MSN, dated September 2018.

Figure 40: Incomplete ACARS traffic logs

[/www.msn.com/en-in/news/world/was-the-mh370-report-doctored-independent-experts-claim-data-logs-on-missing-malaysia-airlines-](http://www.msn.com/en-in/news/world/was-the-mh370-report-doctored-independent-experts-claim-data-logs-on-missing-malaysia-airlines)

Victor Iannello - who leads the group of independent investigators - claims he 'found some anomalies in the message logs that were included in factual information released by Malaysia', as well as the safety report.

'It is disappointing that more than four years after MH370's disappearance, we are still asking Malaysia to release withheld data,' he posted to his blog on Friday.

'The anomalies suggest the traffic logs appearing in the reports are not complete, and what appears in the reports has been modified.'

'The military radar data is another example of a data set that has never been released in full despite its significance in providing information about how the aircraft was flown after the diversion from the flight plan.'

MH370 researcher Victor Iannello holds an Engineering Doctoral Degree from the Massachusetts Institute of Technology (Iannello, 1986). Dr Iannello's work on MH370 is often cited by global corporate media such as the News Corporation global media empire (*e.g.* O'Neil, 2016).

To avoid the problem of 'lost in translation', I show the full original extract from Iannello's dedicated MH370 research site, as shown on this Radiant Physics webpage dated 31 August 2018. This unaltered extract appears in Figure 41 below and Figure 42 overleaf.

Figure 41: Missing ACARS messages (Part 1 of 2)

mh370.radiantphysics.com/2018/08/31/mh370-message-logs-were-edited/

Missing Messages Between 18:15:23 and 18:43:33

According to text in both the FI and the SIR, an urgent message from MAS ODC was submitted at 18:03 and then re-transmitted multiple times:

The first message sent to the aircraft cockpit printer from the MAS ODC was at 1803:23 UTC. The ACARS message requested the crew to contact the HCM ACC immediately. The incoming downlink message at 1803:24 UTC showed the message failed to reach the aircraft. Messages are auto transmitted every 2 minutes and the message was retransmitted until 1843:33 UTC but all messages failed to get a response. Automated downlink message by ACARS showed 'failed'.

However, the last message from MAS ODC that was shown in both the FI and SIR traffic logs occurred at 18:15:23, and not the 18:43:33 stated in the text. This means that either the explanatory text is wrong, or the traffic logs do not contain all the message traffic.

VHF Messages Not Included

The missing messages could be explained if they were routed via the VHF link. For the ACARS traffic log in the FI, the filter parameters used to extract the message records included only SATCOM traffic for the time period 12:48:00 to 20:00:00, so that if any VHF messages were exchanged, those messages would not be included in the traffic log. (The filter parameters appear at the top of each page of the traffic log in Appendix 1.9A.)

The facts surrounding the ACARS traffic log in the SIR (also Appendix 1.9A) are more suspicious. For Page 1 of the log, the filter parameters did not limit the messages to only SATCOM messages. In fact, at 15:54:31, there is a message submitted by MAS ODC over the VHF link that requests personnel on the aircraft to re-configure the center VHF radio so that future messages would be exchanged via SATCOM. However, starting with Page 2 of the report, the filter parameters used to generate the remaining pages of the report were changed so that VHF messages, if any occurred, were excluded.

Figure 42: Missing ACARS messages (Part 1 of 2)

mh370.radiantphysics.com/2018/08/31/mh370-message-logs-were-edited/

The change in filter parameters after Page 1 is unexplained. Two messages received by MAS ODC at 15:54:41 and 15:54:53 appearing at the bottom of Page 1 are repeated at the top of Page 2. The change in filter parameters and the repeated messages are clear evidence that the traffic log in the SIR is actually two reports that were pieced together and presented as a single report.

Edited Text

As it appears in the ACARS traffic log in the SIR, the text message that was sent by MAS ODC at 18:03:23 is:

URGET [sic] REQUEST
PLS CONTACT HO CHI MING [sic] ATC ASAP
THEY COMPLAIN CANNOT TRACK YOU ON THEIR RADAR
I RECEIVED CALL FROM SUBANG CENTRE
PLS ACK THESE MSG
REGARDS

However, the last line of the message appears to have been edited. By examining the ASCII characters embedded in the PDF version of Appendix 1.9A, the following text can be extracted:

REGARDS
MXXXXX

where MXXXXX is an actual name with six letters beginning with M.

There is also a misplaced © symbol on the bottom of the page that appears after the report page number on Pages 2 and later, but properly appears before the name "SITA" on Page 1. This is yet another indication that the traffic log in the SIR was edited.

Request for Complete, Unmodified ACARS Logs

It is disappointing that more than four years after MH370's disappearance, we are still asking Malaysia to release withheld data. The military radar data is another example of a data set that has never been released in full despite its significance in providing information about how the aircraft was flown after the diversion from the flight plan.

Figure 43: Radiant Physics triple swirl corporate logo



Figure 44 is the extract from the Malaysian Government (2018, p. 114) Report that Radiant Physics quote in Figure 42 above. Time stamp 18:03:23 is visible in the bottom left of the image.

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

17:07:29	46818992	Incoming Downlink	9M-MRO	MH0370	IGR2	MHKULKJACM001	071707	DFD	RELAY
Normal	DFD B777 Position Report (NEW)				QX5XMX5				
<div>QU DFOCAMH .QX5XMX5 071707 DDFD FI MH0370/AN 9M-MRO DT QXT IGR2 071707 D03A - MAS001A0 B777 POSITION REPORT 565 ACID FLT FM FLCT DATE DPT DST MRO 8370 TR 318 07/03/14 WMKK ZBAA SNID SFC 316A-BSM-710-02 18661 GMT ALT CAS MACH TAT SAT LAT LONG 164143 103 160.4 .255 31.1 27.3 2.767 101.715 164643 10582 261.8 .478 23.4 10.4 3.074 101.760 165143 21193 301.1 .669 11.6 -11.8 3.553 101.988 165643 28938 303.1 .783 2.6 -27.4 4.109 102.251 170143 34998 278.0 .819 -13.4 -43.9 4.708 102.534 170643 35004 278.4 .821 -13.1 -43.8 5.299 102.813 GMT TOTFW WINDIR WINDSP THDG 492520 49200 140.3 1.25 -33.5 409200 47000 107.6 9.38 27.3 486240 46500 91.8 19.50 27.8 483840 45400 58.4 10.63 26.0 481880 44500 69.6 17.38 26.8 480600 43800 70.0 17.13 26.7</div>									
18:03:23	46819784	Outgoing Uplink	9M-MRO	MH0370		MHKULKJACM001	071803	AGM	RELAY

Figure 1.9H - Position Report

The first message sent to the aircraft cockpit printer from the MAS ODC was at 1803:23 UTC. The ACARS message requested the crew to contact the HCM ACC immediately. The incoming downlink message at 1803:24 UTC showed the message failed to reach the aircraft. Messages are auto transmitted every 2 minutes and the message was retransmitted until 1843:33 UTC but all messages failed to get a response. Automated downlink message by ACARS showed 'failed'. Message sent to the aircraft cockpit printer and the Automated Downlink messages are shown in *Figures 1.9I* and *1.9J* (below), respectively.

Figure 45 below is the cover page of the 586 page “Factual Information” preliminary report issued by the Malaysian Government dated “8th March 2015”, captured by google.com at March 2019.

[PDF] **factual information - Flight MH370**

www.mh370.gov.my/en/media2/transcript/.../13-mh370-safety-investigation-public?...

Apr 15, 2015 - Malaysia Airlines MH370 Boeing B777-200ER (9M-MRO) ... Issued on 8th March 2015

.... UTC, 07 March 2014 [0119 – 0632 MYT, 08 March.



FACTUAL INFORMATION

SAFETY INVESTIGATION FOR MH370

-

**Malaysia Airlines MH370 Boeing B777-200ER (9M-MRO)
08 March 2014**



By

The Malaysian ICAO Annex 13 Safety Investigation Team for MH370



Issued on 8th March 2015
(Updated on 15th April 2015)

The Malaysian ICAO Annex 13
Safety Investigation Team for MH370

Email : MH370SafetyInvestigation@mot.gov.my

MH370/01/15
Malaysian ICAO Annex 13
Safety Investigation Team for MH370
Ministry of Transport, Malaysia

Figure 46 below is an extract image from the 2015 version of the Malaysian Government “Factual Information” report (p. Appendix 1.9A). This confirms Iannello’s claim that the ACARS traffic log ends at 18:15:25 and not 18:43:33 as shown on page 47 of the 2015 version of the official report and page 114 of the 2018 version of the report.

Figure 46: ACARS Traffic Log

18:15:23 46819784 Incoming Downlink 9M-MRO MH0370 MHKULKJACM001 071815 MAS RELAY
Normal MAS-L (link ack) QXSXMXS

QU DPCCAMH
.QXSXMXS 071815
MAS
AN 9M-MRO/FI MH0370/MA 991L

SAFETY INVESTIGATION REPORT
MH370 (9M-MRO)
Traffic Log

APPENDIX 1.9A - ACARS TRAFFIC LOG

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status		Message Type			Source/Destination				
Mar. 7, 2014									
18:15:25	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071815	MAS	RELAY
Normal		MAS-F (failed)			QXSXMXS				

QU DPCCAMH
.QXSXMXS 071815
MAS
AN 9M-MRO/FI MH0370/MA 991F
- UP INTERCEPT AIRCRAFT NOT LOGGED ON 234

QU QXSXMXS
.DPCCAMH 071815
AGM
AN 9M-MRO/FI MH0370/MA 991I
-
=====

MALAYSIA AIRLINES - ODC

=====

URGENT REQUEST

PLS CONTACT

Annex 5 of this report contains the full copy of this ACARS log.

Fact 12

MH370's Aircraft Communications Addressing and Reporting System was deactivated for between 22 and 78 minutes and automatically reactivated. The causes of this disconnect and self-reconnect have not been explained.

According to the Malaysian Government (2018, p. 120), MH370's Aircraft Communication Addressing and Reporting System (ACARS) was unavailable for between 22 and 78 minutes. Figure 47 below summarizes the timing and sequence of events concerning this incident.

Figure 47: ACARS unavailable for 22 to 78 minutes

**SAFETY INVESTIGATION REPORT
MH370 (9M-MRO)**

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

MH370 departed KLIA at 1642 UTC [0042 MYT, 08 March 2014]. At 1707 UTC, the SATCOM system was used to send a standard ACARS report, normally sent every 30 minutes. The message also indicated the remaining fuel on-board.

The ACARS reports expected at 1737 UTC and 1807 UTC were not received. The next SATCOM communication was a log-on request from the aircraft at 1825 UTC. From that point until 0011 UTC, SATCOM transmissions indicate that the link was available, although not used for any voice, ACARS or other data services apart from two unanswered ground-to-air telephone calls. At 0019 UTC, the AES initiated another log-on request. The log-on acknowledge was the last transmission from the SATCOM.

The SATCOM link was available for most of the flight, excluding a period of between 22 and 78 minutes leading up to 1825 UTC, 07 March and a period of less than 8 minutes leading up to 0019 UTC, 08 March 2014. The absence of any aircraft-initiated handshakes, and on-going success of ground-initiated handshakes, indicates that power to the SATCOM was maintained other than the two periods stated above.

MH370's SATCOM system continued to auto-report flight data approximately every 30 minutes to 60 minutes for around 5 hours and 54 minutes after it auto-reactivated (Department of Defence, 2014).

Figure 48 below summarizes the specifics of timing and data response activities from MH370's ACARS satellite communication system (Malaysian Government, 2018, p. 121).

Figure 48: SATCOM transmissions

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

**SAFETY INVESTIGATION REPORT
MH370 (9M-MRO)**

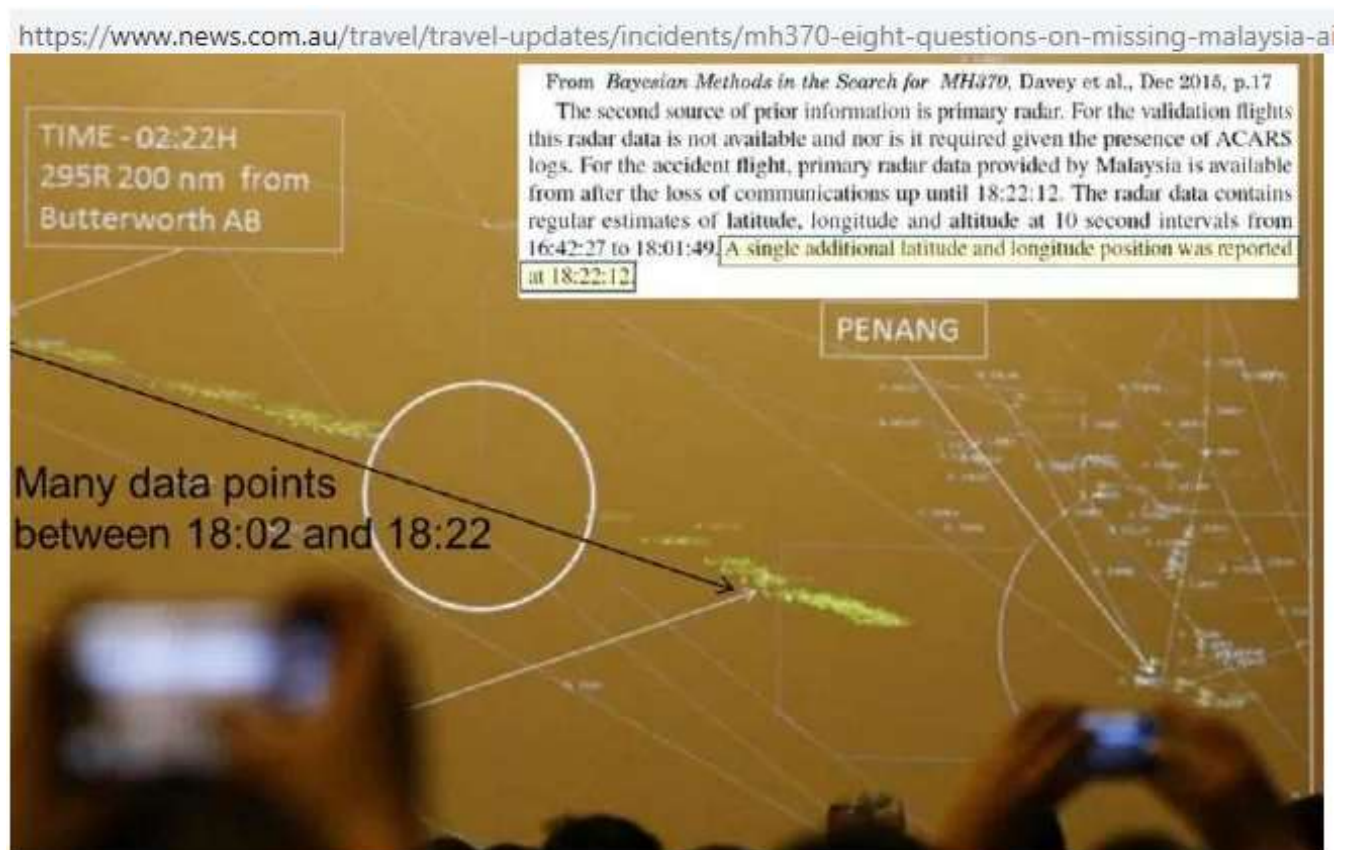
SATCOM TRANSMISSIONS		TIME	
		UTC	MYT*
1.	Aircraft departed KLIA	1642	0042
2.	Last ACARS transmission	1707	0107
3.	1 st handshake - log-on initiated by the aircraft	1825	0225
4.	Unanswered ground-to-air telephone call	1839	0239
5.	2 nd handshake initiated by ground station	1941	0341
6.	3 rd handshake initiated by ground station	2041	0441
7.	4 th handshake initiated by ground station	2141	0541
8.	5 th handshake initiated by ground station	2241	0641
9.	Unanswered ground-to-air telephone call	2313	0713
10.	6 th handshake initiated by ground station	0011*	0811
11.	7 th handshake - log-on initiated by the aircraft	0019*	0819
12.	Aircraft did not respond to 'handshake' from Satellite Earth Ground Station	0115*	0915
* 08 March 2014			

Fact 13

Military radar that captures data pertaining to
Flight MH370 is incomplete.

Official and unofficial reports show that sections of MH370's deviated flightpath, as captured by military radar, is incomplete. This absence is noteworthy. Military radar is designed to capture all aircraft that are not concealed by stealth technology. Figure 49, uploaded by News Corporation (O'Neil, 2016) and Radiant Physics (2017) show a white circle highlighting this data absence.

Figure 49: Missing military radar blips



The military radar data shown to MH370 next of kin (pictured above) is vastly different from the data provided by Malaysia and used in a recent report by Australia's Defence Science and Technology Group. Source: Supplied

Figure 49 is one of just two unofficial sources cited in this report. I have not independently confirmed that this radar image reported by Dr Iannello and Newscorp is not computer-generated imagery. Both sources state that this image was shown to members of the public at a next-of-kin conference held at the Lido Hotel in Beijing on 21 March 2014.

Figure 50, captured by Google Images on 10 March 2019, shows that the image in Figure 49 has been widely reported by Western and Chinese media.

Figure 50: Missing military radar blips, Google Images



The unofficial evidence shown in Figures 49 and 50 are supported by official government data. For example, the Malaysian Government (2018, p. 4) reports that the “blip”, Flight MH370, disappeared from Malaysian military radar for 12 minutes and 16 seconds, per Figure 51 below.

Figure 51: Military radar blip – Official report

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

At 1801:59 UTC [0201:59 MYT] the data showed the “blip” on a heading of 022°, speed of 492 kt and altitude at 4,800 ft. This is supported by the “blip” detected by Military radar in the area of Pulau Perak at altitude 4,800 ft at 1801:59 UTC [0201:59 MYT]. At 1803:09 UTC [0203:09 MYT] the “blip” disappeared, only to reappear at 1815:25 UTC [0215:25 MYT] until 1822:12 UTC [0222:12 MYT], about 195 nm from Butterworth, on a heading of 285°, speed of 516 kt and at an altitude of 29,500 ft.

Fact 14

Statements that Flight MH370 recorded rapid ascension and descent shortly after deviating from its planned flightpath have been published in numerous media sources. This claim partially contradicts official accounts.

In 2016, News Corporation uploaded a 13-page research report authored by Mick Gilbert (Gilbert, 2016). The title of this report is “An Analysis of MH370's Flight Path Between Waypoints IGARI and VAMPI , a Review of Potential Vulnerabilities Specific to Airplane 9M-MRO and a Hypothesis Regarding Possible In Flight Events and an End-of-Flight Scenario”. Figure 52 below shows the sub-domain address that has www.news.com.au as its parent domain (Gilbert, 2016, p. 3).

media.news.com.au/multimedia/2016/MH370/MH370ResearchV3.4.pdf

There have also been a range of misrepresentations about the altitudes flown by MH370 after the turn, ranging from the physically impossible climb to 45,000 feet to a low level, radar-evading run at 5,000 feet across the Malay Peninsula. Of course, none of that is true.

The extract above, published by a global media giant, confirms that unsubstantiated news stories about upper and lower flight altitudes of Flight mH370 are common. This upload by news.com.au is noteworthy for its serious lack of technical authority. In an article dated 15 November 2016, news.com.au uses a two-word adjective to describe Mick Gilbert’s biographical ‘qualification’ – “aviation enthusiast”. It shows an image of Gilbert seated in a pilot’s chair. This illustration shows how corporate media speculation control the many narratives about the *possible* fate of MH370.



Mick Gilbert in a Boeing 777 simulator. The aviation enthusiast has compiled a meticulous theory of what may have happened to MH370. Picture: Supplied Source: Supplied www.news.com.au/travel/travel-updates/incidents/australia/mh370-research-report

Figure 53 below captures Malaysian military radar that plots time against estimated altitude. The Malaysian Government report makes clear that military “blip” radar is subject to “inherent error”. The longitude and latitude of aircraft blips are the only useful information that are “reasonably accurate” (Malaysian Government, 2018, p. 4). Figure 53 captures this statement.

Figure 53: Military altitude reports are unreliable

**SAFETY INVESTIGATION REPORT
MH370 (9M-MRO)**

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

capability of the aircraft. It was highlighted to the Team that the altitude and speed extracted from the data are subjected to inherent error. The only useful information obtained from the Military radar was the latitude and longitude position of the aircraft as this data is reasonably accurate.

Claims about the low flying altitude of Flight MH370 are partially supported by Malaysian Military “Air Turn Back” radar (Malaysian Government, 2018, p. 3). This system detected the aircraft using primary radar as MH370 had disconnected its secondary radar transponder prior to deviating from its programmed flightpath. Figure 54 shows the bottom of page 4 of the above cited report. It captures this reference to a target registering a low flying “blip” over the Strait of Malacca.

Figure 54: Low flying blip over the Strait of Malacca

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

At 1801:59 UTC [0201:59 MYT] the data showed the “blip” on a heading of 022°, speed of 492 kt and altitude at 4,800 ft. This is supported by the “blip” detected by Military radar in the area of Pulau Perak at altitude 4,800 ft at 1801:59 UTC [0201:59 MYT]. At 1803:09 UTC [0203:09 MYT] the “blip” disappeared, only to reappear at 1815:25 UTC [0215:25 MYT] until 1822:12 UTC [0222:12 MYT], about 195 nm from Butterworth, on a heading of 285°, speed of 516 kt and at an altitude of 29,500 ft.

Figure 55: Military radar altitude estimates

SAFETY INVESTIGATION REPORT
MH370 (9M-MRO)

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

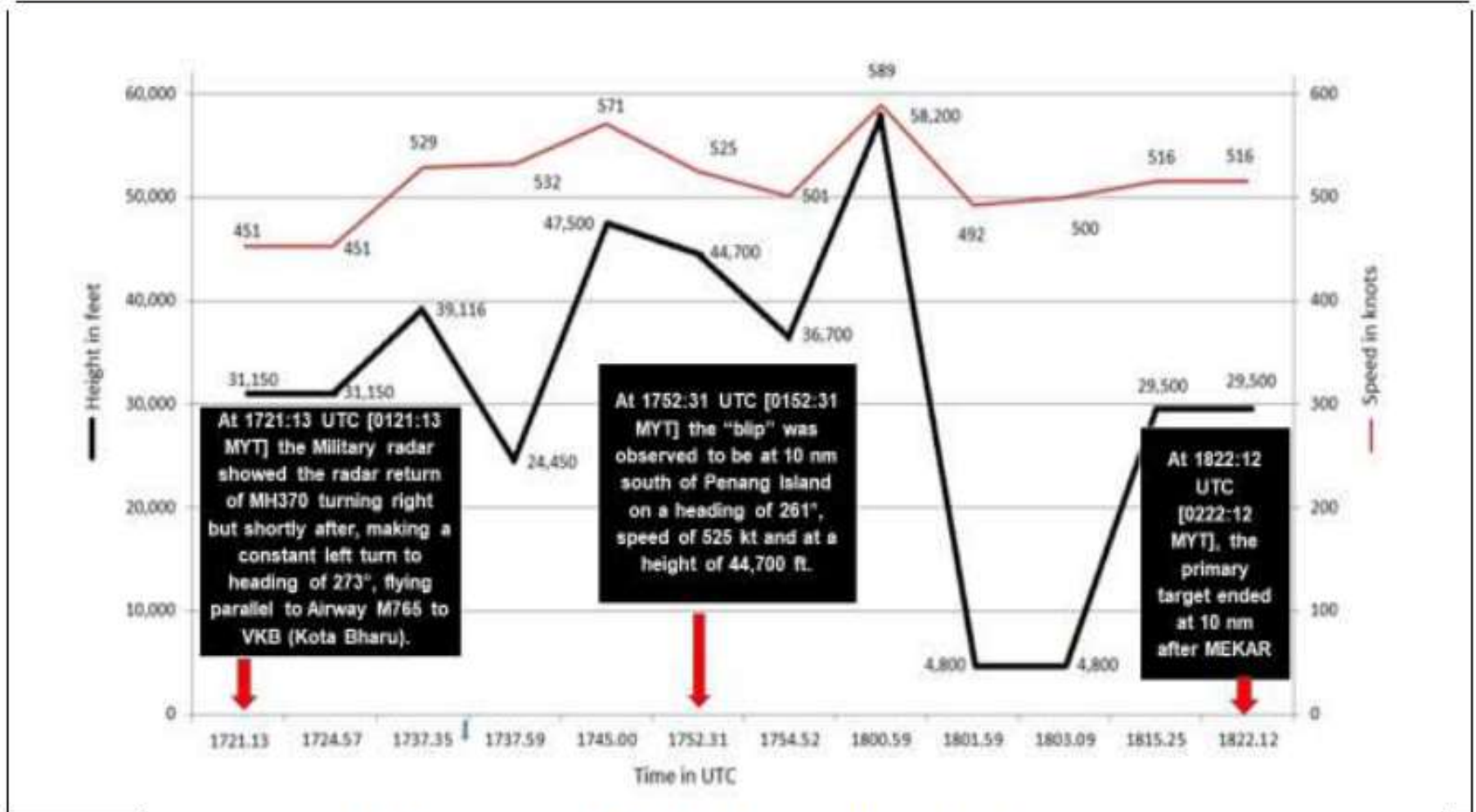


Figure 1.1B - Profile Chart of Data from Malaysian Military Radar (not to scale).

Fact 15

The known and likely flightpath of MH370, as reported by statutory aviation and maritime search agencies, has changed multiple times.

Official search agencies have offered contradictory accounts of the suspected flightpath of Flight MH370. A press release authorized by the Malaysian Government (2014, p. 3) during the end of April 2014 mentions a search zone that “covered the South China Sea, the Straits of Malacca, the Andaman Sea and the southern Indian Ocean.” Figure 56 is an extract from this communiqué.

Figure 56: South China Sea search – official communiqué

www.dca.gov.my/wp-content/uploads/2015/04/Announcement-of-MH370.pdf

8. The search and rescue phase was carried out from 8 March 2014 to 28 April 2014 where the search area covered the South China Sea, the Straits of Malacca, the Andaman Sea and the southern Indian Ocean.

The Australian Government (2018) confirms that search and rescue efforts for Flight MH370 “focused on the South China Sea and the Straits of Malacca” during the first week, per Figure 57.

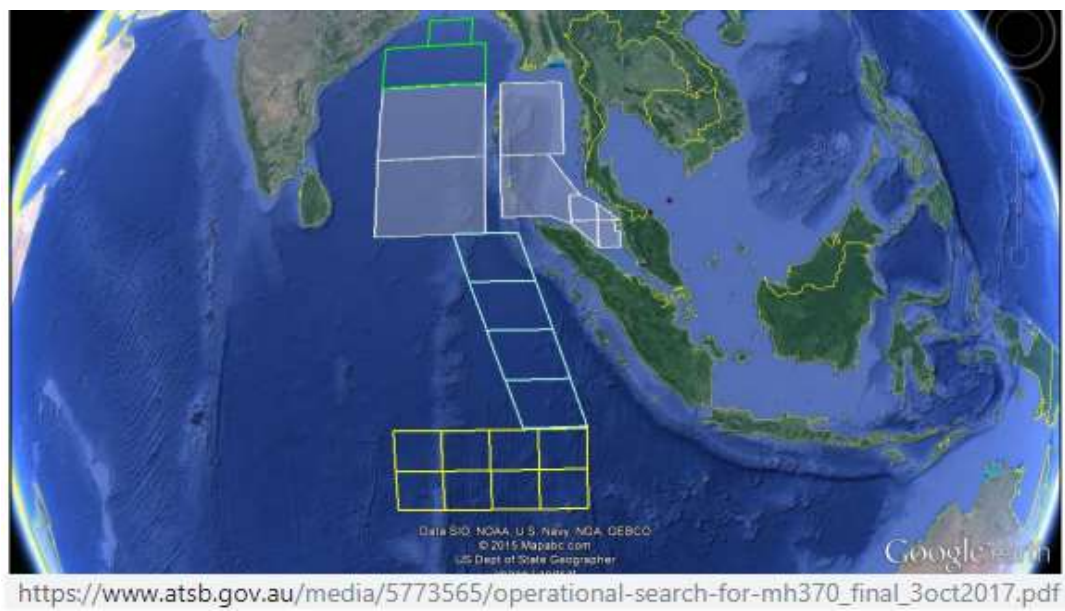
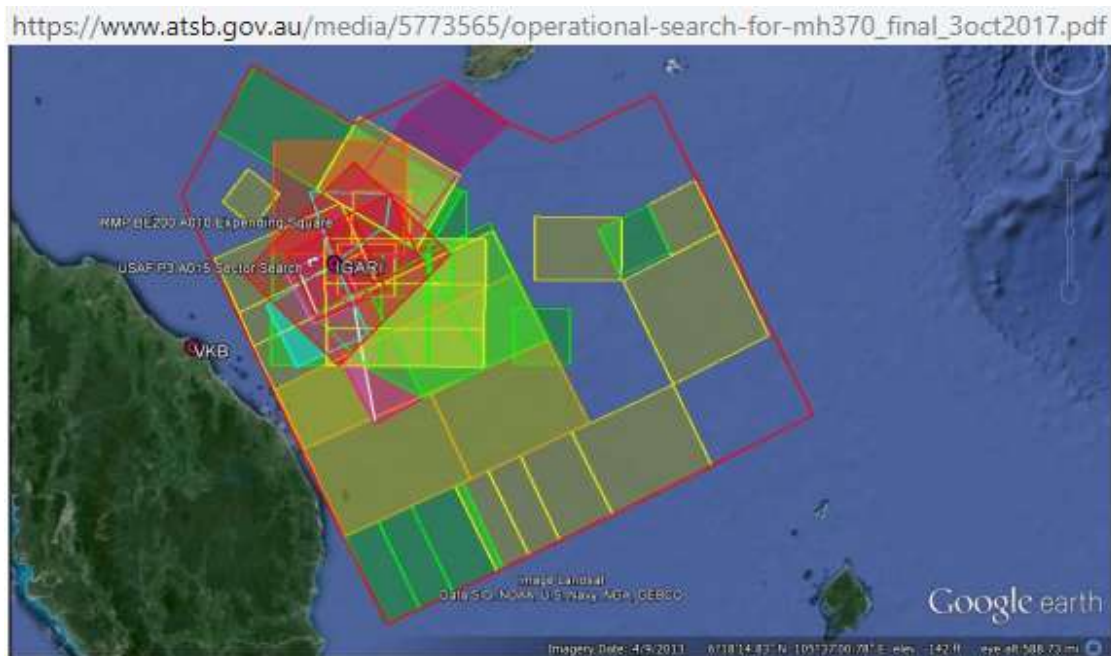
Timeline of significant actions—Search for missing airline MH370

2014 <https://infrastructure.gov.au/aviation/joint-agency-coordination-centre/timeline.aspx>

- 8 March 2014: Malaysia Airlines flight MH370 disappeared from air traffic control radar
- 8 March 2014: Surface search and rescue commenced focused on the South China Sea and the Straits of Malacca
- 15 March 2014: Malaysia received combined satellite intelligence (Inmarsat) indicating a flight path across the southern Indian Ocean

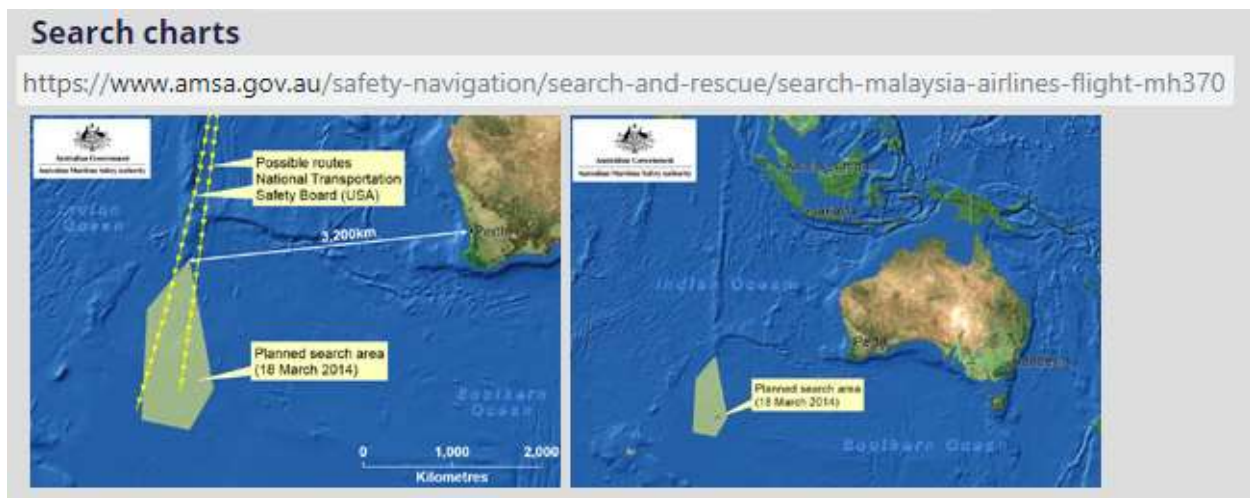
The six images in this subsection summarize changes in the search zone of Flight MH370. Figures 58 shows how early searches centered on an area east of the Malay peninsula. It also explored northern areas of the Indian ocean on the west side of Indonesia, per Figure 59 below.

Figures 58 and 59: Search zones – 8 to 15 March 2014



Since after 15 March 2014, official search and recover missions have centered on the southern corridor of the Indian ocean, west of mainland Australia. Figure 60 is an archive extract of a public report of the Australian Maritime Safety Authority (2018) originally dated 18 March 2014.

Figure 60: Southern Indian Ocean search zone



During the first week of April 2014, the search centered on a range of *circa* 234,000 square kilometers in the southern Indian Ocean, West of mainland Australia, per Figure 61 below.

Search and recovery continues for Malaysian flight MH370

www.mh370.gov.my/en/43-search-and-recovery-continues-for-malaysian-flight-mh370



The Australian Government (2017, p. 7) allocated AUD 63 million to the Indian ocean search venture. As shown below, Go Phoenix and Fugro Discovery were allocated a separate search area in Australia's maritime search zone (Malaysian Government, 2018, p. 138).

Figure 62: Search zone contracts – Go Phoenix and Fugro

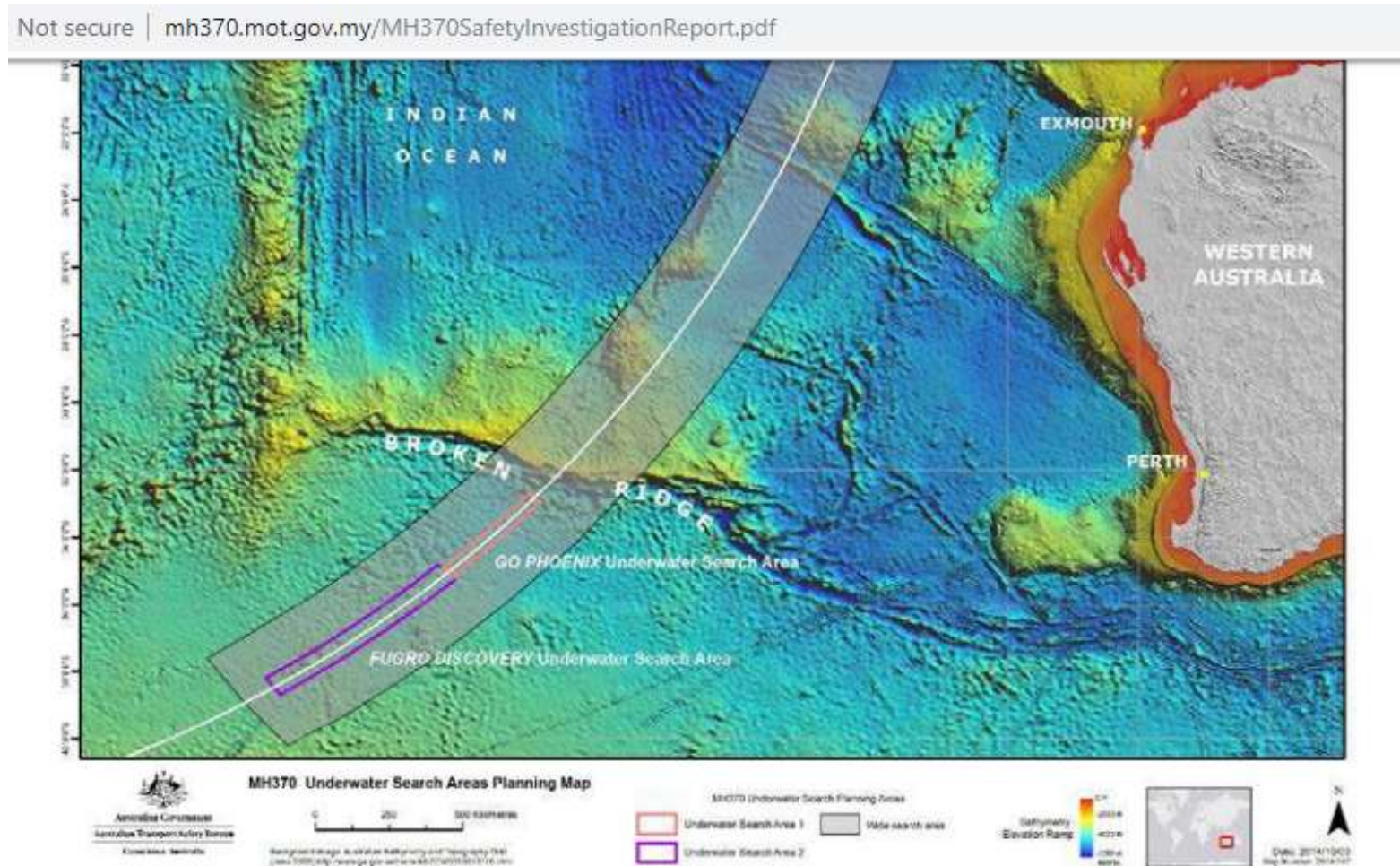


Figure 63: Dutch company Fugro



Source: Facebook (2019)

Phoenix International Holdings Incorporated is a global expert at utilizing remotely operated industrial equipment.

Figure 64: Phoenix MH370 search contract

Phoenix Conducts Remotely Operated Vehicle (ROV) Operations in the Search for Malaysia Airlines Flight 370 (MH370)

18 Nov, 2016

PHOENIX INTERNATIONAL
UNDERWATER SOLUTIONS WORLDWIDE

PHOENIX CONDUCTS REMOTELY OPERATED VEHICLE (ROV) OPERATIONS IN THE SEARCH FOR MALAYSIA AIRLINES FLIGHT 370 (MH370)

For Immediate Release – November 18, 2016

Phoenix International Holdings, Inc. (Phoenix), under the direction of the Australian Transport Safety Bureau (ATSB), is conducting deepwater Remotely Operated Vehicle (ROV) operations in the continuing search for Malaysia Airlines Flight 370 (MH370). Phoenix mobilized their 6,000 meter depth-rated Remora III ROV aboard the Chinese Rescue Salvage Bureau (RSB) vessel Dong Hai Jiu 101 in support of the on-going deep ocean search.

Fact 16

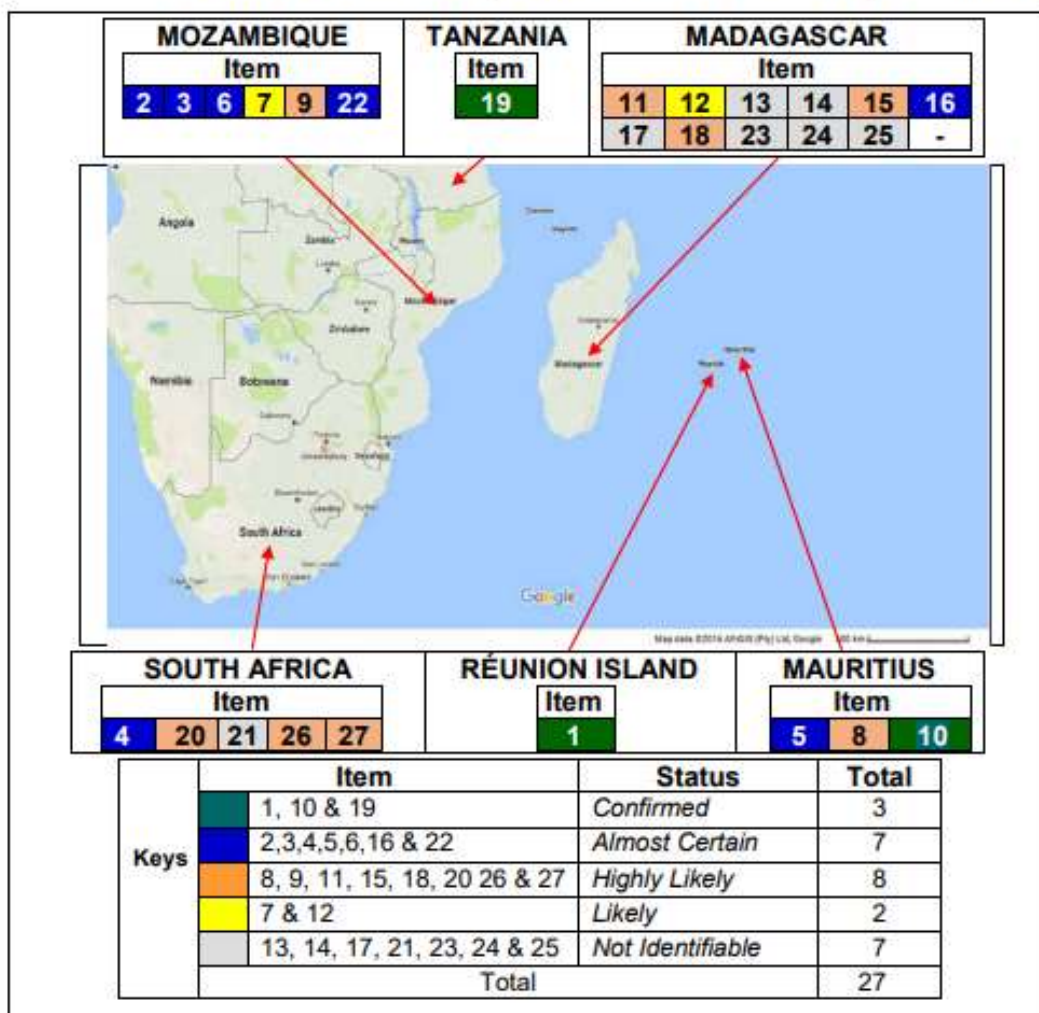
As at late March 2019 the main body of the Boeing 777 aircraft has not been found. Around 21 pieces of debris have been located that are statistically likely to be wreckage from MH370.

According to the Malaysian Government (2018, p. 139), 3 pieces of MH370 debris have been located that are “confirmed” wreckage from this flight. 17 pieces of debris were statistically likely to be wreckage from Flight MH370. Figure 65 below shows that these 20 pieces of debris were located around the lower eastern region of continental Africa, in the southern Indian Ocean area.

mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf

1.12.2 Location of Where the Debris were Found

After a number of assessments, more than 20 items were considered for further examination. These items were found in the north west corner of the Indian Ocean, namely in Réunion Island, Mozambique, Tanzania, Madagascar, Mauritius and South Africa.



Those who desire to inspect details about the 27 pieces of debris may consult pages 140 to 152 of the Malaysian Government MH370 Inquiry Report dated 2018. Figure 66 below is a sample extract from this section of the above-named report.

Figure 66: Aircraft debris – Items 19 and 20

SAFETY INVESTIGATION REPORT mh370.mot.gov.my/MH370SafetyInvestigationReport.pdf
MH370 (9M-MRO)

Ref.	Date Found	Debris	Location	Remarks
Item 19	20 June 2016	 Right Outboard Flap	 Pemba Island, East of Tanzania	<ul style="list-style-type: none"> • The part is <i>confirmed</i> from MH370 • Refer to <i>Appendix 1.12O</i>
Item 20	21 June 2016	 Right Aft Wing to Body Fairing	 Kosi Bay Mouth, Kwa Zulu Natal, South Africa	<ul style="list-style-type: none"> • Examination showed that part is <i>highly likely</i> from MH370 • Refer to <i>Appendix 1.12P</i>

Recent developments

On 30 November 2018, relatives of Flight MH370's passengers met Malaysia's Transport Minister Anthony Fook. They provided Mr. Fook with five suspected pieces of MH370 debris discovered by members of the public on Madagascar, per Figure 67 (NTV7 News, 2018).

Figure 67: Debris discovered in November 2018



In the public presentation above, Minister Anthony Fook confirms that the official inquiry into Flight MH370 is closed. Fook's Government is still assessing new evidence on an *ad hoc* basis. Those who want to access further details beyond the date of the Malaysian Government's *final* report dated 2 July 2018 may conduct their own inquiries. The MH370 Malaysian Government dedicated website has not been updated since *circa* July 2018 (Malaysian Government, 2019a).

The Malaysian Government “Debris Examination Report” report subtitled “Identification of Debris (Items 28 to 32 in the “Summary of Possible MH370 Debris Recovered”) recovered from Madagascar in 2016, 2017 and 2018” dated 30 December 2018 is the most recent government publication concerning Flight MH370 investigations. This report concludes that one item of five handed to Minister Fook were “likely” from Flight MH370. Figure 68 captures this conclusion.

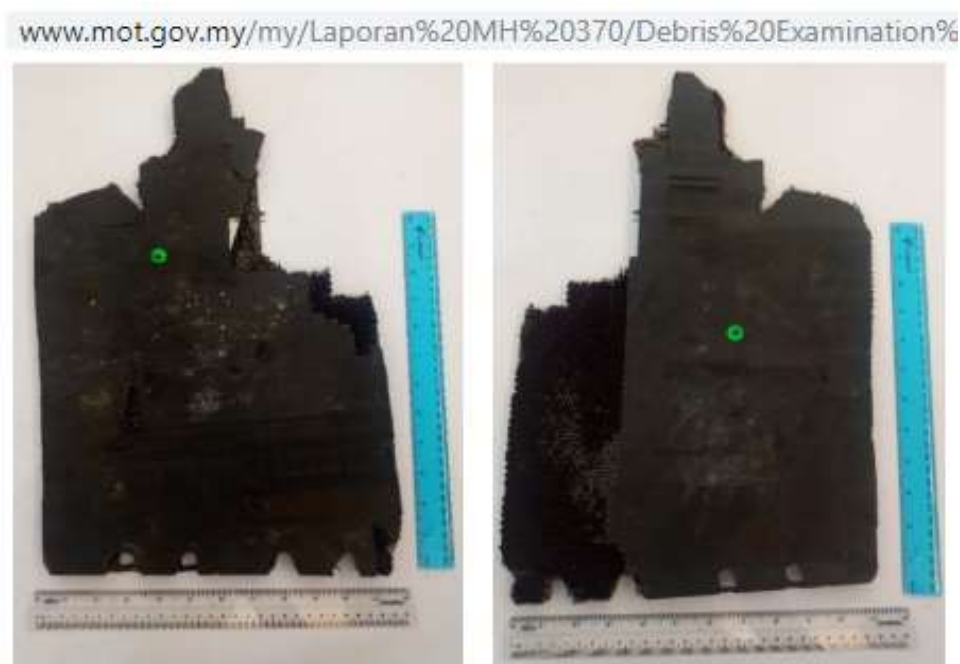
Figure 68: Floor panel debris – Item 31

www.mot.gov.my/my/Laporan%20MH%20370/Debris%20Examination%20Report%20-%20Updated

Conclusion

There were no conclusive evidences that the five pieces of the debris could be from MH370 although they appeared to be parts from an aircraft. However, Item 31 is likely to be from MH370 (aircraft registered as 9M-MRO) based on the material it was constructed of and the visible part of the placard which confirms that the debris is a floor panel of a Boeing aircraft.

Figure 69 below is a photographic image from the above-named report, showing item 31.



Fact 17

Corporate media have persistently peddled dozens of speculative theories about possible causes and motives behind the MH370 mystery.



I limit my summary comments about mainstream media hypothetical scenarios to one page and one illustration as my report aims to center on official facts. Figure 70 shows how *The Mirror* examined 19 speculative theories explanations about Flight MH370 in an article dated July 2018.

Figure 70: Corporate media speculation theories

<https://www.mirror.co.uk/news/world-news/malaysia-flight-mh370-conspiracy-theories-9635690>

Flight MH370: 19 conspiracy theories over missing Malaysia Airlines plane after final report

The Boeing 777 disappeared on its way from Kuala Lumpur to Beijing in March 2014 with 239 passengers ar

SHARE      32 SHARES  12 COMMENTS By **David Raven**
09:15, 30 JUL 2018 | UPDATED 10:07, 30 JUL 2018

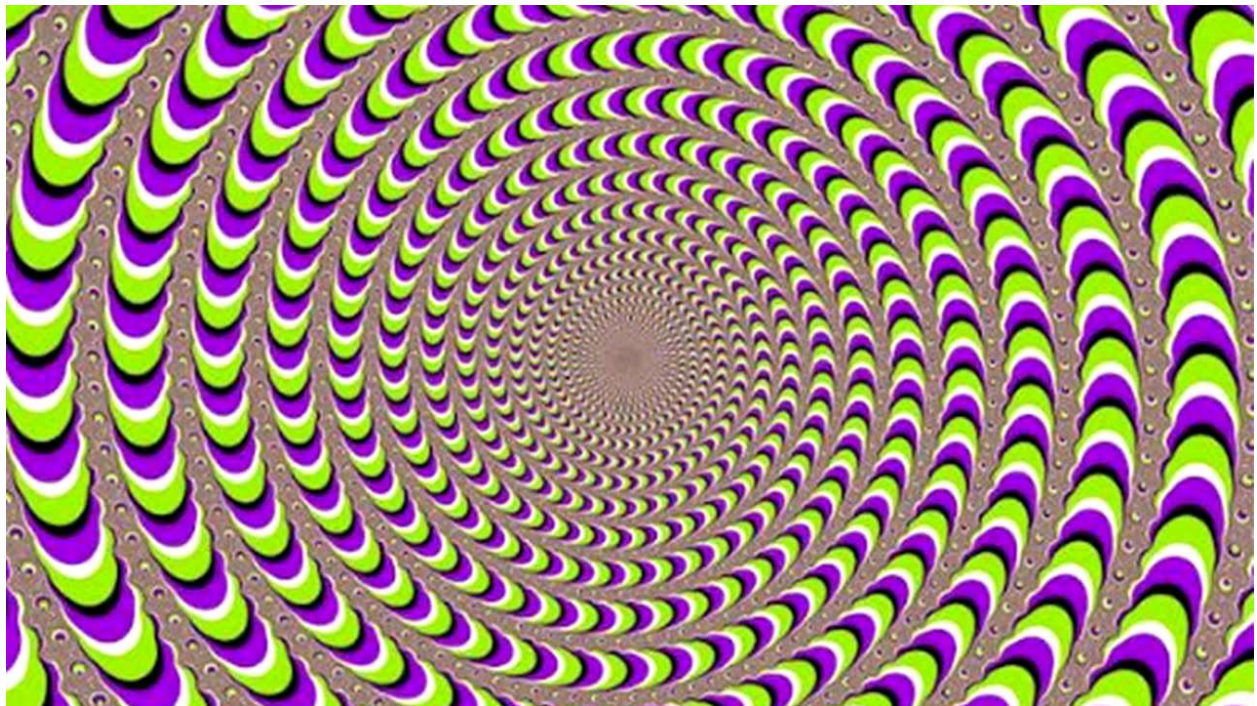


I argue that it is counterproductive for this report to examine or name any of the speculative theories about the fate of MH370. Free-thinking persons may conduct their own primary research if they desire to fill this knowledge gap. The large number of speculative news reports may be a distraction for those who aim to discover the truth about the fate of Flight MH370. Corporate media that stray away from the facts may purposefully or inadvertently serve other purposes such as disinformation or the dissemination of fictional entertainment for profit.

Conclusion

This report examines 17 selected facts about missing commercial flight, Malaysia Airlines MH370 which ‘vanished’ on 8 March 2014. Sixteen of these facts are sourced primarily from Malaysian and Australian statutory authorities. The ancillary discussion centers around media narratives.

It may be beneficial for MH370 commentators to shift the narrative about this flight’s fate by choosing adjectives carefully. The location of MH370 and its passengers are unknown. MH370 did not vanish or disappear. This unprecedented disaster is not a magical illusion. Or is it?



The Richest (2016)

The precise whereabouts of Flight MH370 become untraceable at around 2.22am, Malaysia time, on 8 March 2014. According to *official* accounts.

The Netherlands was most affected by this tragedy. 193 of the 298 fatalities were Dutch citizens.



Malaysia Airlines Boeing B777-200ER (9M-MRD)



Departure: Amsterdam

Years in service: 17

Maiden flight on 17 July 1997

An incident occurred at 17,000 feet on 17 July 2014

Location: Ukrainian airspace 48°8'17"N 38°38'20"E

MH17 video: Rebels thought shot down plane was a Ukraine fighter jet

<https://www.news.com.au/travel/...mh17/.../c5f6bc5e9629a22d17fe2680bfbd61a5>

July 17, 2015 12:51pm. Video ... Unable to playback video ... A video grab made shortly after Malaysian Airlines flight MH17 was shot down over Ukraine. ... The 17-minute long footage smuggled out from the rebels' own Donetsk base, clearly ...

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6.4 FLIGHT SIMULATOR ANALYSIS

6.4.1 Flight Simulator X installation Information on MK26

From the analysis on the MK26 (the main hard-drive of the flight simulator), the installation information of the Flight Simulator X program is as follow:

No	Subject	Detail
1	Name	Flight Simulator X
2	Installation date	20/12/2013
3	Installation Location	C:\fsx19decl31
4	Publisher	Microsoft Gamee Studio
5	Version	10.0 60905

Table 3. *Flight Simulation X* installation on MK 26

6.4.2 Flight SimulatorX stored file analysis

From the Flight Simulator X gameplay that has been simulated, there were seven (7) user stored data that were automatically saved and generated in the user game application folder.

The data formats are shown in Table 4.

No	Data Format	Description
1	Logbook.Bin	Generated when user access to the application
2	FSSAVE	Generated when user save their gameplay
3	FLT	Generated when user save their gameplay
4	WX	Generated when user save their gameplay
5	PLN	Generated when user save their flight planner
6	CFG	Generated when user save their device configuration
7	SPB	Generated when user save their gameplay

Table 4: User stored data

For the analysis, all saved and generated files were analyzed. except the *.CFG files. The *.CFG files are irrelevant because it refers to the device configuration.

6.4.2.1 The Flight Simulator Saved Files In All Exhibits (MK22, MK23, MK24, MK25, MK26)

Flight simulator saved files in all exhibits (MK22, MK23, MK24, MK25 & MK26)

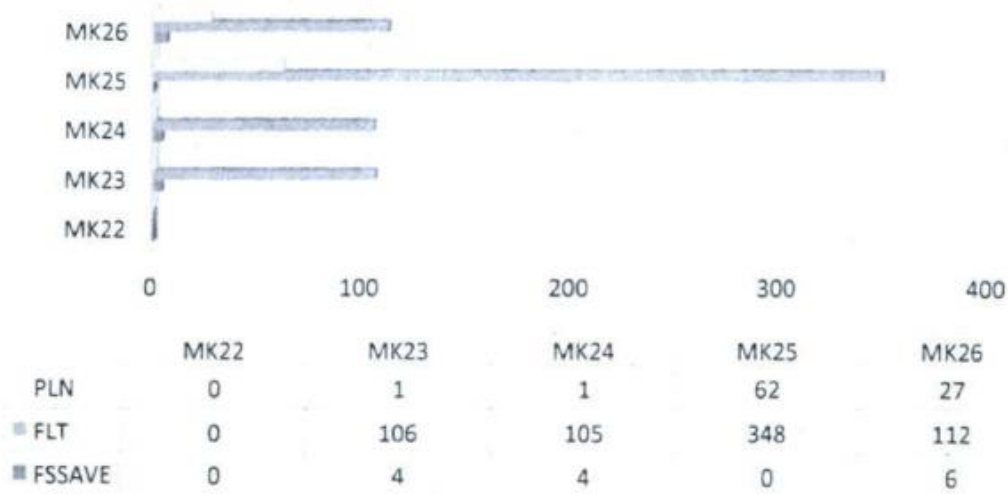


Figure 11. The numbers of *.FSSAVE, *.FLT and *.PLN found on all exhibits.

6.4.2.1 The Flight Simulator Crash Report of the Flight Simulator

On analyzing the MK26, the analysis found traces of where the flight simulator has experienced some application crashes. The crash, when investigated has caused by the Flight Simulator X application. The traces of this information are stored inside the exhibits Windows Event Viewer files. These files are.

- (a) Application.evtx
- (b) ACEEventLog.evtx

In total, four (4) application crash reports that are related to the Flight Simulator X application can be traced with Application Error. These crash reports all stated fsx.exe (The Flight SimulatorX executed file). which experienced the problem. Figure 12 shows the crash reports go found on the fsx.exe inside MK26.

Application: mk26 - Number of events: 1340				
Level	Date and Time	Source	Event ID	Task Category
Information	12/19/2013 1:06:54 PM	NET Runtime Optimizatio...	1130	None
Application Error	1/23/2014 8:56:26 PM	Application Error	1000	Application Crashing Events
Application Error	1/23/2014 7:53:21 PM	Application Error	1000	Application Crashing Events
Application Error	1/23/2014 5:44:33 PM	Application Error	1000	Application Crashing Events
Information	12/19/2013 7:56:16 PM	AudioAPIControlService	3	None
Information	12/20/2013 6:42:49 AM	AudioAPIControlService	3	None
Information	1/23/2014 7:52:06 PM	AudioAPIControlService	3	None
Information	12/19/2013 7:07:28 PM	AudioAPIControlService	3	None

Event 1000: Application Error	
General Details	
Faulting application name: fsk.exe, version: 12.0.0.0, time stamp: 0x00000000 Faulting module name: automationcore.dll, version: 7.0.0.0, time stamp: 0x00000000 Exception code: 0x00000005 Fault offset: 0x00000000 Faulting process id: 0x00000000 Faulting application start time: 0x00000000 Faulting application path: C:\Program Files\... Faulting module path: C:\Program Files\... Report ID: 77777777-7777-7777-7777-77777777	
Log Name:	Application
Source:	Application Error
Event ID:	1000
Level:	Error
User:	N/A
OpCode:	
More information: ...	

Figure 12. The crash report

On examining the date of the crash, the analysis found the crash reports generated on these dates and times

- (a) 1/23/2014 5:44:33 PM
- (b) 1/23/2014 7:53:21 PM
- (c) 12/20/2013 6:42:49 PM
- (d) 1/23/2014 8:56:26 PM

Further investigation via Internet activity analysis of the MK26 shows that there are traces of activities that searching for the solutions to solve the problems. The following Figure 13 shows the screen capture of the activities on 20th December 2013 that shows during the time 2140 the Internet is being used to search for the Windows crashed solutions.

The log data shows that the *Flight Simulator X* was played once on 21 February 2014. The log file was last accessed on 20 Feb 2014 at 11:07 am.

Table 4: *Logbook.Bin* data table6.4.3.2 *Logbook.Bin* 01 Feb 2014 @ 02:28 am

Logbook entries									
Date	Time	Aircraft	From	To	Landings	Day	Night	Instr	Total
2/1/2014	2:49 PM	Douglas DC3	CYZF	CBXS	1	0.1	0.0	0.0	0.1
2/1/2014	2:45 PM	Douglas DC3	CYZF	CYZF	1	0.0	0.0	0.0	0.0
2/1/2014	2:48 PM	Douglas DC3	CYZF		4	0.3	0.0	0.1	0.3
2/1/2014	3:02 PM	Douglas DC3		CYZF	1	0.1	0.0	0.1	0.1
Column subtotals:					7	0.5	0.0	0.2	0.5

Table 5: Logbook.Bin data table

The log data shows that the Flight Simulator X was played four (4) times on 1 February 2014 from 2:45 pm until 3:02 pm.

The log file was last accessed on 01 Feb 2014 at 02:28 am.

6.4.3.3 Logbook.Bin 23 Jan 2014 @ 08:56 pm

Logbook entries									
Date	Time	Aircraft	From	To	Landings	Day	Night	Instr	Total
12/20/2013	11:29 AM	BOEING B738		WMKP	1	0.1	0.0	0.0	0.1
12/21/2013	11:29 AM	BOEING B738			0	0.0	0.0	0.0	0.0
12/21/2013	11:29 AM	BOEING B738		WMKP	2	0.3	0.0	0.0	0.3
12/21/2013	11:21 AM	BOEING B738	WMKP	WMKP	1	0.1	0.0	0.0	0.1
1/24/2014	3:16 PM	BOEING B77L	WMKK	WMKK	1	0.3	0.0	0.0	0.3
1/24/2014	3:14 PM	BOEING B77L	WMKK		0	0.2	0.0	0.0	0.2
1/24/2014	3:32 PM	BOEING B77L	WMKK		0	0.2	0.0	0.0	0.2
1/24/2014	3:19 PM	BOEING B77L	WMKK		0	0.1	0.0	0.0	0.1
1/24/2014	3:23 PM	BOEING B77L			0	0.0	0.0	0.0	0.0
					Column subtotals:	5	1.2	0.0	1.2

Table 6: Logbook.Bin data table

The log data shows that the Flight SimulatorX was played nine (9) times
The Flight Simulator X was played once on 20 December 2013 at 11:29 am.
Three (3) times on 21 December 2013 from 11:21 until 11:29 am and five (5)
times on 24 January 2014 from 3:14 pm until 3:32 pm.

The log was last accessed on 23 Jan 2014 at 08 56 pm.

6.4.4 Flight

6.4.4 Flight Simulator X deleted file analysis

From the simulation gameplay, the deleted files consist of *. FSSAVE.
*.FLT, *.WX and *.SPB file format.

The deleted files are as below:

No	File Name	Last Accessed	Simulation findings
1	"Previous flight" *.FSSAVE *.FLT	15/3/2014 @ 10.44pm	Simulation was successful. The saved gameplay consists of a new start game and contain irrelevant information on the flight plan.
2	"Previous flight" *.FSSAVE *.FLT *.WX	20/2/2014 @ 10.55am	Simulation is unsuccessful because the file was overwritten
3	"Previous flight" *.FSSAVE *.FLT *.WX	8/12/2013 @ 06.07pm	Simulation is unsuccessful because the file was overwritten
4	"Previous flight" *.FSSAVE *.FLT *.WX	11/12/2013 @ 10.02am	Simulation is unsuccessful because the file was overwritten
5	"Program generated temporary flight" *.FSSAVE *.FLT *.WX	20/2/2014 @ 11.06am	Simulation is unsuccessful because the file was overwritten
6	"Program generated temporary flight" *.FSSAVE *.FLT	8/12/2013 @ 06.49pm	Simulation is unsuccessful because the file was overwritten
	*.WX		

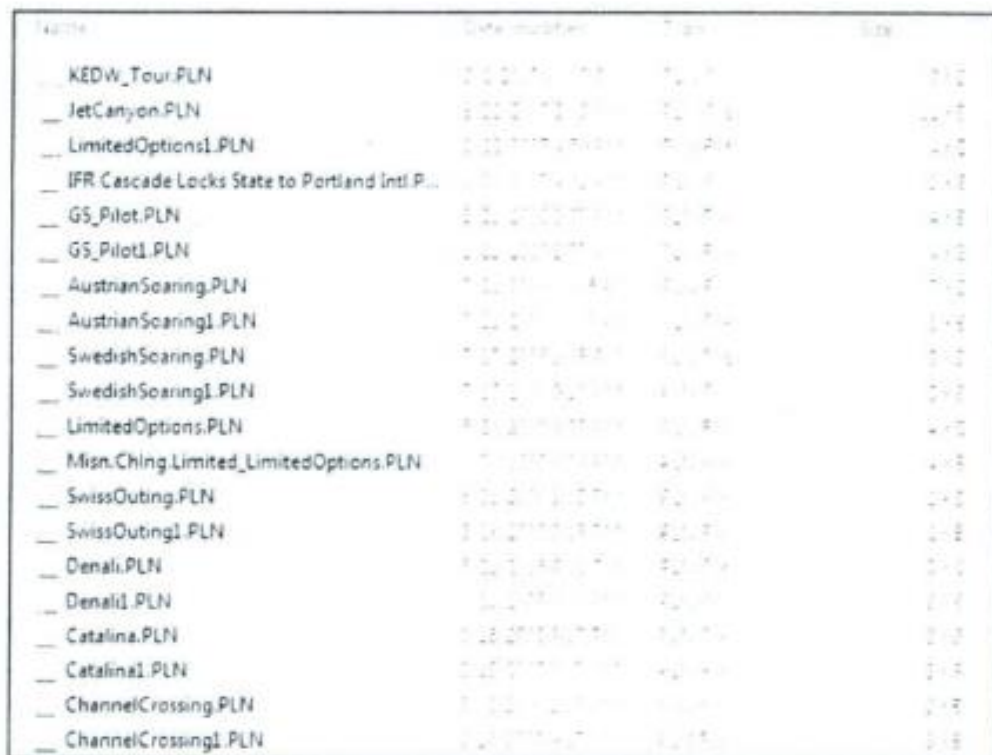
Table 7: Simulation gameplay results

6.4.5 Flight planner file analysis

The flight planner file is generated and stored as *.PLN format. This file is generated when user creates a flight plan in the simulator.

The analysis shows no relevant *.PLN file found on the exhibit. This is irrelevant because the fast modified timestamp recorded was in year 2006 and 2007.

The details are shown in the following screenshot.



Name	Date modified	Type	Size
— KEDW_Tour.PLN	2/22/2007 1:04 PM	File	2,102 B
— JetCanyon.PLN	2/22/2007 1:04 PM	File	2,102 B
— LimitedOptions1.PLN	2/22/2007 1:04 PM	File	2,102 B
— IFR_Cascade Locks State to Portland Intl.PLN	2/22/2007 1:04 PM	File	2,102 B
— GS_Pilot.PLN	2/22/2007 1:04 PM	File	2,102 B
— GS_Pilot1.PLN	2/22/2007 1:04 PM	File	2,102 B
— AustrianSoaring.PLN	2/22/2007 1:04 PM	File	2,102 B
— AustrianSoaring1.PLN	2/22/2007 1:04 PM	File	2,102 B
— SwedishSoaring.PLN	2/22/2007 1:04 PM	File	2,102 B
— SwedishSoaring1.PLN	2/22/2007 1:04 PM	File	2,102 B
— LimitedOptions.PLN	2/22/2007 1:04 PM	File	2,102 B
— Missn.Ching.Limited_LimitedOptions.PLN	2/22/2007 1:04 PM	File	2,102 B
— SwissOuting.PLN	2/22/2007 1:04 PM	File	2,102 B
— SwissOuting1.PLN	2/22/2007 1:04 PM	File	2,102 B
— Denali.PLN	2/22/2007 1:04 PM	File	2,102 B
— Denali1.PLN	2/22/2007 1:04 PM	File	2,102 B
— Catalina.PLN	2/22/2007 1:04 PM	File	2,102 B
— Catalina1.PLN	2/22/2007 1:04 PM	File	2,102 B
— ChannelCrossing.PLN	2/22/2007 1:04 PM	File	2,102 B
— ChannelCrossing1.PLN	2/22/2007 1:04 PM	File	2,102 B


Screenshot 1: Flight planner file found in the exhibit.






6.4.6 Flight Simulator Coordinates Analysis

The new objective of the investigation is to analyze seven (7) coordinates that can be found in the MK25 exhibit. All the referred seven coordinates are found located inside the exhibit's System Volume.

Information. These coordinates along with other flight information are found in consistent with the Flight Simulator *.FLT saved files. In the *.FLT the fast activity of the flight simulation progress are recorded. The saved information includes the last coordinates, the latitude, the plane's heading, bank, pitch and the fuel's volume.

In order to investigate the given the coordinates. a simulation of simulation flight planning was conducted. For that purpose, a simulator saved file is generated on a separate flight simulator, which is build for the case avionic simulation. The coordinate information along with other corresponding flight configuration is then replaced into the generated saved file. The created flight plan from the information is then viewed and screen-captured.

Coordinate 1		Lat: N003 24' 54.5139" Long: E100 53' 08.0655" Alt: +023246.66 Pitch: -4.9106726878513466 Bank: 0.034406561147416663 Head: -54.695636084553669
Coordinate 2		Lat: N005 06' 41.8671" Long: E098 35' 16.6071" Alt: +032245.59 Pitch: -3.4555031385607284 Bank: 0.013861149596148268 Head: -45.250100604877538

		
Coordinate 3		Lat: N010 10' 59.2526" Long: E090 13' 28.2634" Alt: +040003.30 Pitch: -4.2944037824614547 Bank: 20.090691288853577 Head: -104.53043838745208
Coordinate 4		Lat: S045 05' 06.8357" Long: E104 08' 43.9576" Alt: +037651.09 Pitch: -1.0317193939326563 Bank: -10.919122594496264 Head: 178.22112415976278
Coordinate 5		Lat: S045 07' 39.5993" Long: E104 08' 28.9998" Alt: +003999.99 Pitch: -5.8628661170360177 Bank: -2.8745090090967582 Head: -167.01121541228284
Coordinate 6		Lat: N002 44' 52.6561" Long: E101 43' 20.3843" Alt: +000070.00 Pitch: 0.09999999922536331 Bank: 0 Head: -33.850522687426981

Analysis on the FSX shows that there is a menu that can set the game to a desired season, date and time. Please refer to 5.3.2.4 for the details of the setting. After the setting was saved, the same pattern was found in the *.FLT files. Please refer to Screenshot 3 for the detail of the *.FLT content.



```
date=2014-01-01 12:00:00
Range=Short
Altitude=0
Flags=0

[ATC_AgentManager]
NumAgents=0

[ATC_AircraftManager]
NumAircraft=0

[ATC_MessageSystem]
FrequencyNodes=0

[DateTimeSeason]
Season=Winter
Year=2014
Day=02
Hours=0
Minutes=54
Seconds=17

[Panel.1]
ScreenUnlCoords=0, 0, 0, 0
UnlCoords=0, 0, 0, 0
Visible=False
Undocked=False
HiddenOn=False
```

Screenshot 3: The content of the simulated *.FLT saved file.

To confirm the findings and to verify that all the coordinates given are coming from the *.FLT saved files, comparison analysis is carried out. For the analysis, the extracted information that contains the coordinates is compared with created saved files from the reconstructed flight. The comparison analysis shows that the extracted information is consistent with the *.FLT content Figure 12 shows the result.

MH 370 PASSENGER MANIFEST

NO	NAME	NATIONALITY	AGE
1	AN/WENLAN	Chinese	65
2	BAO/YUANHUA	Chinese	63
3	BAI/XIAOMO	Canadian	37
4	BIAN/MAOQIN	Chinese	67
5	BIAN/LIANGJING	Chinese	27
6	BIBYNAZLI/MOHDHASSIM	Malaysian	62
7	BRODSKII/NIKOLAI	Russian	43
8	BURROWS/RODNEYMR	Australian	59
9	BURROWS/MARYMRS	Australian	54
10	CAO/RUI	Chinese	32
11	CHAN/HUANPEENMR	Malaysian	46
12	CHE/JUNZHANG	Chinese	68
13	CHEN/JIAN	Chinese	58
14	CHEN/CHANGJUNMR	Chinese	35
15	CHEN/WEI	Malaysian	43
16	CHEN/YUNMS	Chinese	57
17	CHEW/KARMOOIMS	Malaysian	31
18	CHUANG/HSIULINGMS	Chinese Taipei	45
19	CHNG/MEI	Malaysian	33
20	CHUSTRAK/OLEG	Ukrainian	45
21	DAI/SHULING	Chinese	58
22	DAISY/ANNE	Malaysian	56
23	DEINEKA/SERGII	Ukrainian	45
24	DI/JIABIN	Chinese	36
25	DINA/MOHAMEDYUNUSRAMLI	Malaysian	30
26	DING/YING	Chinese	28
27	DING/LIJUN	Chinese	43
28	DING/YINGMS	Chinese	62
29	DONG/GUOWEI	Chinese	48
30	DOU/YUNSHANMR	Chinese	61
31	DU/WEN	Chinese	50
32	FENG/DONG	Chinese	21
33	FENG/JIXIN	Chinese	70
34	FU/BAOFENG	Chinese	28
35	GAN/TAO	Chinese	44
36	GAN/FUXIANG	Chinese	49
37	GAO/GE	Chinese	27
38	GU/NAIJUN	Australian	31

NO	NAME	NATIONALITY	AGE
39	GUAN/HUAJINMS	Malaysian	34
40	GUAN/WENJIEMR	Chinese	35
41	HAN/JING	Chinese	53
42	HASHIM/NOORIDA	Malaysian	57
43	HOU/AIQINMS	Chinese	45
44	HOU/BO	Chinese	35
45	HU/SIWANCHD	Chinese	3
46	HU/XIAONINGMR	Chinese	34
47	HUANG/YIMS	Chinese	30
48	HUANG/TIANHUI	Chinese	43
49	HUE/PUIHENGMR	Malaysian	66
50	JIA/PING	Chinese	32
51	JIANG/CUIYUN	Chinese	62
52	JIANG/XUEREN	Chinese	62
53	JIANG/YINGMS	Chinese	27
54	JIAO/WEIWEI	Chinese	32
55	JIAO/WENXUE	Chinese	58
56	JINGHANG/JEE	Malaysian	41
57	JU/KUN	Chinese	32
58	KANG/XU	Chinese	34
59	KOH/TIONGMENG	Malaysian	40
60	KOLEKAR/CHETANA	Indian	55
61	KOLEKAR/SWANAND	Indian	23
62	KOLEKAR/VINOD	Indian	59
63	KOZEL/CHRISTIAN	Austrian	30
64	LAWTON/CATHERINEMRS	Australian	54
65	LAWTON/ROBERTMR	Australian	58
66	LEE/KAHKINMR	Malaysian	32
67	LEE/SEWCHUMDM	Malaysian	55
68	LI/YANLIN	Chinese	29
69	LI/ZHI	Chinese	41
70	LI/GUOHUI	Chinese	56
71	LI/HONGJING	Chinese	20
72	LI/JIE	Chinese	27
73	LI/MINGZHONG	Chinese	69
74	LI/WENBO	Chinese	29
75	LI/YAN	Chinese	31
76	LI/YUAN	Australian	33
77	LI/YUCHEN	Chinese	27
78	LI/ZHIJIN	Chinese	30

NO	NAME	NATIONALITY	AGE
79	LI/ZHIXIN	Chinese	35
80	LI/LE	Chinese	36
81	LIANG/LUYANGMR	Chinese	60
82	LIANG/XUYANG	Chinese	30
83	LIM/POWCHUAMS	Malaysian	43
84	LIN/ANNANMR	Chinese	27
85	LIN/MINGFENG	Chinese	34
86	LIU/FENGYING	Chinese	65
87	LIU/JINPENGMR	Chinese	33
88	LIU/QIANG	Chinese	40
89	LIU/RUSHENG	Chinese	76
90	LIU/SHUNCHAO	Chinese	46
91	LIU/ZHONGFU	Chinese	72
92	LOU/BAOTANG	Chinese	79
93	LU/JIANHUA	Chinese	57
94	LU/XIANCHU	Chinese	33
95	LUI/CHING	Chinese	45
96	LUO/WEI	Chinese	29
97	MA/WENZHI	Chinese	57
98	MA/JUNMR	Chinese	33
99	MAIMAITIJIAN/A	Chinese	35
100	MAO/TUGUI	Chinese	72
101	MARALDI/LUIGI	Italian	37
102	MARIA/MOHAMEDYUNUSRAMLI	Malaysian	52
103	MATRAHIM/NORFADZILLAHMISS	Malaysian	39
104	MENG/NICOLECHD	American	4
105	MENG/BING	Chinese	40
106	MENG/FANQUAN	Chinese	70
107	MENG/GAOSHENG	Chinese	64
108	MOHDKHAIRULAMRI/SELAMATMR	Malaysian	29
109	MOHAMADSOFUAN/IBRAHIMMR	Malaysian	33
110	MUHAMMADRAZHAN/ZAMANIMR	Malaysian	24
111	MUSTAFA/SUHAILIMISS	Malaysian	31
112	MUKHERJEE/MUKTESH	Canadian	42
113	NG/MAYLIMS	Malaysian	37
114	NORLIAKMAR/HAMIDMDM	Malaysian	33
115	OUYANG/XIN	Chinese	38
116	PUSPANATHAN/SUBRAMANIAN	Malaysian	34
117	RAMLAN/SAFUANMR	Malaysian	32
118	SHARMA/CHANDRIKAMS	Indian	51

NO	NAME	NATIONALITY	AGE
119	SHI/XIANWEN	Chinese	26
120	SHIRSATH/KRANTI	Indian	44
121	SIM/KENGWEI	Malaysian	53
122	SIREGAR/FIRMAN	Indonesian	25
123	SONG/FEIFEIMR	Chinese	32
124	SONG/CHUNLINGMS	Chinese	60
125	SONG/KUN	Chinese	25
126	SU/QIANGGUO	Chinese	71
127	SUADAYA/FERRYINDRAMR	Indonesian	42
128	SUADAYA/HERRYINDRAMR	Indonesian	35
129	SUGIANTO/LOMR	Indonesian	47
130	SURTIDAHLIA/MRS	Dutch	50
131	TAN/TEIKHINMR	Malaysian	32
132	TAN/AHMENGMR	Malaysian	46
133	TAN/WEICHEWMR	Malaysian	19
134	TAN/CHONGLING	Malaysian	48
135	TAN/SIOH	Malaysian	42
136	TANG/XUDONG	Chinese	31
137	TANG/XUEZHUMS	Chinese	57
138	TANURISAM/INDRASURIAMR	Indonesian	57
139	TEE/LINKEONGMR	Malaysian	50
140	TEOH/KIMLUNMR	Malaysian	36
141	TIAN/JUNWEI	Chinese	29
142	TIAN/QINGJUN	Chinese	51
143	TONG/SOONLEEMR	Malaysian	31
144	VINNY/CHYNTHYATIOMRS	Indonesian	47
145	WAN/HOCKKHONMR	Malaysian	42
146	WANG/SHOUXIAN	Chinese	69
147	WANG/SHU	Chinese	61
148	WANG/XIANJUN	Chinese	61
149	WANG/CHUNHUAMR	Chinese	34
150	WANG/CHUNYONG	Chinese	43
151	WANG/DAN	Chinese	54
152	WANG/HAITAO	Chinese	26
153	WANG/HOUBIN	Chinese	28
154	WANG/LINSHI	Chinese	59
155	WANG/WILLYSURIJANTOMR	Indonesian	53
156	WANG/YONGGANGMR	Chinese	27
157	WANG/YONGHUI	Chinese	33
158	WANG/YONGQIANG	Chinese	30

NO	NAME	NATIONALITY	AGE
159	WANG/LIJUN	Chinese	49
160	WANG/XIMIN	New Zealander	50
161	WANG/RUI	Chinese	35
162	WANG/MOHENG	Chinese	2
163	WATTRELOS/AMBRE	French	14
164	WATTRELOS/HADRIEN	French	17
165	WATTRELOS/LAURENCE	French	52
166	WEEKS/PAULMR	New Zealander	39
167	WEN/YONGSHENG	Chinese	34
168	WEN/HAO	Chinese	32
169	WENG/MEI	Chinese	39
170	WONG/SAISANGMR	Malaysian	53
171	WOOD/PHILIP	American	51
172	XIE/LIPING	Chinese	51
173	XIN/XIXIMS	Chinese	32
174	XING/FENGTAO	Chinese	36
175	XING/QIAO	Chinese	27
176	XIONG/DEMING	Chinese	63
177	XU/CHUANE	Chinese	57
178	YA/NA	Chinese	26
179	YAN/LINGMR	Chinese	29
180	YAN/PENG	Chinese	29
181	YAN/XIAO	Chinese	27
182	YANG/LI	Chinese	35
183	YANG/AILINGMS	Chinese	60
184	YANG/JIABAO	Chinese	26
185	YANG/MEIHUA	Chinese	65
186	YANG/QINGYUANMR	Chinese	57
187	YANG/XIAOMINGMS	Chinese	59
188	YAO/JIANFENG	Chinese	70
189	YAO/LIFEI	Chinese	31
190	YAP/CHEEMENGMR	Malaysian	39
191	YIN/BOYAN	Chinese	33
192	YIN/YUEWANG	Chinese	21
193	YUAN/JIN	Chinese	63
194	YUE/GUIJUMS	Chinese	51
195	YUE/WENCHAO	Chinese	26
196	YUSOP/MUZIMR	Malaysian	50
197	ZANG/LINGDI	Chinese	58
198	ZHANG/CHI	Chinese	58

NO	NAME	NATIONALITY	AGE
199	ZHANG/LIQIN	Chinese	43
200	ZHANG/QIMS	Chinese	31
201	ZHANG/YAN	Chinese	45
202	ZHANG/HUAMR	Chinese	43
203	ZHANG/LIJUANMS	Chinese	61
204	ZHANG/NAMS	Chinese	34
205	ZHANG/SIMING	Chinese	71
206	ZHANG/XIAOLEIMS	Chinese	32
207	ZHANG/HUALIAN	Chinese	42
208	ZHANG/JIANWU	Chinese	31
209	ZHANG/JINQUAN	Chinese	72
210	ZHANG/MENG	Chinese	29
211	ZHANG/XUEWENMR	Chinese	61
212	ZHANG/YAN	Chinese	36
213	ZHANG/YAN	American	2
214	ZHANG/YANHUI	Chinese	44
215	ZHANG/ZHONGHAI	Chinese	43
216	ZHANG/SHAOHUA	Chinese	32
217	ZHAO/GANGMR	Chinese	46
218	ZHAO/QIWEIMR	Chinese	37
219	ZHAO/YINGXINCHD	Chinese	3
220	ZHAO/PENG	Chinese	25
221	ZHAO/YAN	French	18
222	ZHAO/ZHAOFANG	Chinese	73
223	ZHENG/RUIXIAN	Chinese	42
224	ZHOU/FENG	Chinese	56
225	ZHOU/JINLING	Chinese	61
226	ZHOU/SHIJIE	Chinese	64
227	ZHU/JUNYAN	Chinese	41

MH 370 TECH & CABIN CREW

NO	NAME	NATIONALITY
1	ZAHARIE BIN AHMAD SHAH (TECH CREW)	Malaysian
2	FARIQ BIN AB HAMID (TECH CREW)	Malaysian
3	PATRICK FRANCIS GOMES	Malaysian
4	ANDREW NARI	Malaysian
5	GOH SOCK LAY	Malaysian
6	TAN SER KUIN	Malaysian
7	WAN SWAID BIN WAN ISMAIL	Malaysian
8	JUNAIDI BIN MOHD KASSIM	Malaysian
9	MOHD HAZRIN BIN MOHAMED HASNAN	Malaysian
10	NG YAR CHIEN	Malaysian
11	FOONG WAI YUENG	Malaysian
12	TAN SIZE HIANG	Malaysian

Document handover to Security

Date : 27 Mar 2014

Ref. No	Item	Agent	No of Pages
1.0	Cargo Manifest		2
1.1	Airway bill		7
1.2	Details document		
1.2.1	232-10664905	Kintetsu	
	Master AWB		1
	Acceptance receipt		2
	Cargo Manifest		2
1.2.2	232-10677085	NNR Global	
	Master AWB		1
	House AWB		6
	Cargo Manifest		1
	Product Safety Data Sheet		2
	Invoice		25
	Packing List		26
1.2.3	232-12022382 and	Panalpina	
	232-12022404		
	Master AWB		4
	Invoice & Packing List		6
	Draft AWB		1
1.2.4	232-12009141	Kerry Logistic	
	Master AWB		1
	House AWB		2
	Cargo Manifest		1
	Custom Invoice		13
	Packing List		
		ME W	
1.2.5	232-11873632	UPS Parcel	
	Master AWB		1
	Invoice and Packing List		2
	Service Report EHU		7
2.0	Service Report		
	- EHU		7
	- Outbound		14
3.0	ULDF		9

I.C.A.O ANNEX9 APPENDIX 3

CARGO	M A N I F E S T	NBR 02	07MAR 1356Z 5J
OPERATOR		MH	MALAYSIA AIRLINES
MARKS OF NATIONALITY		FLT/DATE	MH 370 08MAR14
FROM		KUL	

B E I J I N G

07

BULK

EXPRESS HANDLING

232 1187 3632 ✓ 2 COURIER MATERIAL

EXP

6 KULPEK MEW

07

TOTAL PCS 2 KGS 6 1 SHPTS

I. C. A. D ANNEX9 APPENDIX 3

CARGO MANIFEST
OPERATOR
MARKS OF NATIONALITY
FROM

NBR 03
MH
KUL

07MAR 1505Z W7
MALAYSIA AIRLINES
FLT/DATE MH 370 08MAR14

BEIJING

07

232 1200 7306S	1 MANGOSTEEN X	AKE 3372MH	PER	1148 KULPEK	KLN	07
232 1200 7306S	1 MANGOSTEEN X	AKE 3497MH	PER	1128 KULPEK	KLN	07
232 1066 4905S	1 CONSOL X	AKE 6442MH	KEY QTC PPP	320 PENPEK	MH6803	07
232 1200 7306S	1 MANGOSTEEN X	AKE 8535MH	PER	1138 KULPEK	KLN	07
232 1066 4905S	1 CONSOL X	AKE 90207MH	KEY QTC PPP	326 PENPEK	MH6803	07
232 1067 7085S	67 CONSOL ✓	AKE 90348MH	SSR QTC B	463 PENPEK	MH6803	07
232 1200 7306S	1 MANGOSTEEN /	AKE 90787MH	PER	1152 KULPEK	KLN	07
232 1067 7085S	133 CONSOL ✓ <i>malaysia</i>	PMC 5871MH	SSR QTC B	1990 PENPEK	MH6803	07
232 1202 2382 ✓	4 CONSOL	B	26 KULPEK	PTM		07
232 1202 2404 ✓	1 CONSOL	B	6 KULPEK	PTM		07
232 1200 9141 ✓	13 CONSOL	B	2250 KULPEK	KLN		07
	18		2282			

TOTAL PCS 224

KGS 9947

6 SHPTS

232 PEN 10664905

232 10664905

Shipper's Name and Address KINTETSU WORLD EXPRESS (MALAYSIA) SDN. BHD. BLOCK C UNIT 1 CARGO FORWARDERS BUILDING MASKARGO COMPLEX PENANG, 11900, MALAYSIA		Shipper's Account Number 5151		Not negotiable Air Waybill Issued By MALAYSIA AIRLINE SYSTEM BHD 55RD FLOOR, BANGUNAN MAS JALAN SULTAN ISMAIL, POB 10513 KUALA LUMPUR, 50250, MALAYSIA	
Consignee's Name and Address BEIJING KINTETSU WORLD EXPRESS CO., LTD. ROOM 03, 4TH FL., NO. 2 BUILDING, HUA MAO CENTRE, NO. 79 JIANGGUO ROAD, CHAOYANG DISTRICT BEIJING, 100025, CHINA		Consignee's Account Number 5151		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.	
Issuing Carrier's Agent Name and City KINTETSU WORLD EXPRESS (MALAYSIA) SDN. BHD.		Accounting Information FREIGHT PREPAID //PENPS 3324/CF 06/KWE-SP-SHPR//		Declared Value for Carriage N.V.D.	
Carrier's Name and City KINTETSU WORLD EXPRESS (MALAYSIA) SDN. BHD.		Account No. 200810506/1814		Declared Value for Customs N.C.V.	
Origin (Addr. of First Carrier) and Requested Routing PENANG		Job No. JOB NO: 5603AECSL071526		Optional Shipping Information	
By First Carrier KUL MH6803/07/MAR		Routing and Destination to PEK by MH to		Currency MYR	
Requested Flight/Date BEIJING 07/MAR		Amount of Insurance INSURANCE		Declared Value for Insurance N.V.D.	
Handling Information PLS INFORM CNEE IMMEDIATELY UPON ARRIVAL DOC 5 ATTACHED TO AWB		CONTAINS NO DANGEROUS GOOD		SC1	
(For USA only) These commodities, technology or software were exported from the United States in accordance with the Export Administration Regulations. Diversion contrary to USA law prohibited.					
No. of Pieces 2		Rate Class 646.0 K		Chargeable Weight 1100.0	
Rate 11.58		Total 12738.00		Nature and Quantity of Goods CONSOLIDATION AS PER ATTACHED MANIFEST	
Remarks *****REMARKS***** AKE 90207 MH = 13 PCS (G.WT=326KG V.WT=550KG) AKE 6442 MH = 24 PCS (G.WT=320KG V.WT=550KG)		Remarks S L A C P R E P A C K		Remarks ***LOAD BY AGENT KWE ***	
Prepaid 12738.00		Weight Charge 1100.00		Collect 1100.00	
Valuation Charge 1100.00		Tax 1100.00		Other Charges 1100.00	
Total Other Charges Due Agent 1455.48		Total Other Charges Due Carrier 1455.48		Total Prepaid 14193.48	
Total Collect 14193.48		Currency Conversion Rates cc Charges in Dest. Currency		07/03/2014, 04:15 PENANG	
For Carrier's Use only at Destination		Charges at Destination		Total Collect Charges	
Signature of Shipper or his Agent KINTETSU WORLD EXPRESS (MALAYSIA) SDN. BHD.		Signature of Issuing Carrier or its Agent SABDRAZAK		232 10664905	

Original 2 - (For Consignee)

232-10677085

232-10677085

Shipper's Name and Address NNR GLOBAL LOGISTICS (M) SDN BHD NO. 15, JALAN BATU MAUNG DIS3PLEX FREE COMMERCIAL ZONE AIRFREIGHT FORWARDERS WAREHOUSING CARGO BATU MAUNG, PENANG 11960		Shipper's Reference Number 10066000		Not negotiable Air Waybill Issued By MALAYSIAN AIRLINE SYSTEM BERHAD F, ADMIN-BUILDING 1, MAS COMPLE SULTAN ABDUL AZIZ SHAH AIRPORT. 4 SUBANG, SELANGOR DARUL EHSAN, MAL	
Consignee's Name and Address JHJ INTERNATIONAL TRANSPORTATION CO LTD BEIJING BRANCH O/B NNR GLOBAL LOGISTICS (BEIJING) CO L ROOM 302 LOGISTIC BLDG. NO.10 TIANZHU ROAD, TIANZHU IND ESTATE		Consignee's Reference Number 100662400		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity	
Issuing Carrier's Agent Name and City NNR GLOBAL LOGISTICS (M) SDN BHD NO. 15, JALAN BATU MAUNG DIS3PLEX FREE COMMERCIAL ZONE		Accounting Information <<< BDS 2.73 1516/FT >>> FREIGHT : FREIGHT PREPAID AIRPORT TO AIRPORT		It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.	
Agent's IATA Code 20-3-1232		Account No.		Reference Number	
Airport of Departure (Addr. of First Carrier) and Requested Routing PENANG INTERNATIONAL		Optional Shipping Information		Declared Value for Carriage NVD	
By First Carrier KUL MH		Routing and Destination to PEK MH		Currency MYR	
Airport of Destination BEIJING		Requested Flight/Date MH6803/7 MH370/8		Declared Value for Customs NCV	
Handling Information PLEASE NOTIFY CNEE IMMEDIATELY UPON ARRIVAL OF GOODS. ONE CONSOL POUCH ATTACHED. SHIPPER DECLARATION FOR DGD NOT REQUIRED 'LITHIUM ION BATTERIES IN COMPLIANCE WITH SECT II OF P.T. 965' EMERGENCY CONTACT TEL NBR: 1-800-434-9200		Amount of Insurance 0		INSURANCE - If Carrier offers insurance and such insurance is requested in accordance with conditions on reverse thereof, indicate amount to be insured in figures in box marked "Amount of Insurance".	
No. of Pieces 133		Gross Weight 1990.0K		Rate Class Q GCR	
No. of Pieces 67		Gross Weight 463.0K		Rate Class Q GCR	
Chargeable Weight 1990.0		Rate 11.58		Total 23044.20	
Chargeable Weight 463.0		Rate 11.58		Total 5361.54	
Total 200		Total 2453.0		Nature and Quantity of Goods (Incl. Dimensions or Volume) CONSOLIDATED AS PER ATTACHED CARGO MANIFEST FREIGHT PREPAID PMC5871 MH STC 133PKGS AND LOOSE 67 PKGS DIMS (CM) 60X 26X 22X 58 42X 36X 19X 9	
Prepaid 28405.74		Weight Charge 28405.74		Collect 28405.74	
Valuation Charge		Tax		Total Other Charges Due Agent	
Total Other Charges Due Carrier 3676.74		Total Prepaid 32082.48		Total Collect 32082.48	
Currency Conversion Rates		cc Charges in Dest. Currency		Charges at Destination	
For Carrier's Use only at Destination		Total Collect Charges		Signature of Shipper or his Agent NNR GLOBAL LOGISTICS (M) SDN BHD Signature of Issuing Carrier or its Agent ANDELYN TEOH	
Executed on (date) 3/6/2014		at (place) PEN		Signature of Issuing Carrier or its Agent	

Original 2 - (For Consignee)

232-10677085

Shipper's Name and Address PANALPINA TRANSPORT (M) SDN BHD LOT CTBGF 02&03 KLAS CARGO TERMINAL KLAS CARGO COMPLEX KLIA 64000 SEPANG SELANGOR		Shipper's Account Number 7703		Not Negotiable		MALAYSIAN AIRLINE SYSTEM BHD 33RD FLOOR, BANGUNAN MAS 50250 KUALA LUMPUR, MALAYSIA MEMBER OF IATA	
Consignee's Name and Address CTS INTERNATIONAL LOGISTICS CORP. LIMITED BEIJING BRANCH ROOM E409 SOUTH BLD, ACLP INTL BLD, 566 SHUNPING CN RD, SHUNYI DIST, BEIJING		Consignee's Account Number 7230		Air Waybill Issued by		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.	
Issuing Carrier's Agent Name and City PANALPINA TRANSPORT (M) S/B-KLIA LOT CTBGF 02&03 KLAS CARGO COMPLEX KLIA, 64000 SEPANG SELANGOR MALAYSIA		Accounting Information FREIGHT PREPAID		FILE : 032267/7082			
Agent's IATA Code 20-3 0968/1501		Account No.		VOLUME 0.194 M3			
Airport of Departure (Addr. of First Carrier) and Requested Routing KUL KUALA LUMPUR MY		Reference Number		Optional Shipping Information			
To By First Carrier Routing and Destination PEK MAS		Currency MYR		Declared Value for Carriage NVD		Declared Value for Customs NCV	
Airport of Destination BEIJING		Requested Flight/Date MH 370/08		Amount of Insurance XXX		INSURANCE - If carrier offers insurance, and such insurance is requested in accordance with conditions on reverse thereof, indicate amount to be insured in figures in box marked "Amount of Insurance".	
Handling Information ENCL. CONSOL POUCH ATTCHD PLS NTFY CNEE IMMED UPN ARRVL. **FINAL DESTINATION TIANJIN**						SCI	
No. of Pieces PCP	Gross Weight kg lb	Rate Class Commodity Item No.	Chargeable Weight	Rate Charge	Total	Nature and Quantity of Goods (Incl. Dimensions or Volume)	
4	26.0K Q		33.0	13.66	450.78	CONSOLIDATION AS PER ATTACHED MANIFEST 2PCS 61x 36x 25 1PCS 37x 30x 28 1PCS 61x 36x 25	
4	26.0K				450.78	SLAC-00004/CONT. RIDER	
Prepaid		Weight Charge		Collect		Other Charges	
450.78		Valuation Charge				FSC 33.00 SSC 9.88	
Tax							
Total Other Charges Due Agent						Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations.	
Total Other Charges Due Carrier						ON BEHALF OF THE SHIPPER PANALPINA TRANSPORT (M) SDN BHD SAIFUL Signature of Shipper or his Agent	
Total Prepaid		Total Collect				AS AGENT OF CARRIER PANALPINA TRANSPORT (M) SDN BHD 07 MAR 2014 Signature of Issuing Carrier or its Agent	
Currency Conversion Rates		CC Charges in Dest. Currency				Executed on (date) at (place)	
For Carrier's Use only at Destination		Charges at Destination		Total Collect Charges			

232-1202 2382

232 KUL 1202 2404 UTN:14 847 032265

232-1202 2404

Shipper's Name and Address PANALPINA TRANSPORT (M) SDN BHD LOT CTBGF 02&03 KLAS CARGO TERMINAL KLAS CARGO COMPLEX KLIA 64000 SEPANG SELANGOR		Shipper's Account Number 7703		Not Negotiable Air Waybill Issued by Malaysian Airline System BHD 33RD FLOOR, BANGUNAN MAS 50250 KUALA LUMPUR, MALAYSIA MEMBER OF IATA	
Consignee's Name and Address CTS INTERNATIONAL LOGISTICS CORP. LIMITED BEIJING BRANCH ROOM E409 SOUTH BLD, ACLP INTL BLD, 566 SHUNPING CN RD, SHUNYI DIST, BEIJING		Consignee's Account Number 7230		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.	
Issuing Carrier's Agent Name and City PANALPINA TRANSPORT (M) S/B-KLIA LOT CTBGF 02&03 KLAS CARGO COMPLEX KLIA, 64000 SEPANG SELANGOR MALAYSIA		Accounting Information FILE : 032265/7081 FREIGHT PREPAID			
Agent's IATA Code 20-3 0968/1501		Account No.		VOLUME 0.029 M3	
Airport of Departure (Addr. of First Carrier) and Requested Routing KUL KUALA LUMPUR MY		Reference Number		Optional Shipping Information	
To	By First Carrier	Routing and Destination	to	by	to
PEK	MAS				
Airport of Destination BEIJING		Requested Flight/Date MH 370/04		Amount of Insurance XXX	
Handling Information ENCL. CONSOL POUCH ATTCHD PLS NTFY CNEE IMMED UPN ARRVL.					
SCI					
No. of Pieces RCP	Gross Weight	kg lb	Rate Class Commodity Item No.	Chargeable Weight	Rate Charge
	6.00	K		6.0	MIN.
					75.00
Nature and Quantity of Goods (Incl. Dimensions or Volume)					
CONSOLIDATION AS PER ATTACHED MANIFEST 1PCS 42x 42x 17					
				75.00	
SLAC-00001/CONT. RIDER					
Prepaid		Weight Charge		Collect	
75.00		Valuation Charge			
Tax					
Total Other Charges Due Agent					
Total Other Charges Due Carrier					
Total Prepaid		Total Collect			
75.00					
Currency Conversion Rates		CC Charges in Desl. Currency			
For Carrier's Use only at Destination		Charges at Destination		Total Collect Charges	

Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations.

ON BEHALF OF THE SHIPPER
PANALPINA TRANSPORT (M) SDN BHD
SAIFUL
Signature of Shipper or his Agent

AS AGENT OF CARRIER
PANALPINA TRANSPORT (M) SDN BHD
07 MAR 2014
MAS

Executed on (date) at (place) Signature of Issuing Carrier or its Agent

232-1202 2404

COPY 11 (EXTRA COPY)

232 KUL 12009141

232-12009141

Shipper's Name and Address KERRY LOGISTICS (MALAYSIA) SDN BHD - KUALA LOT 844, 1ST FLOOR JLN SUBANG 7 TMN PERINDUSTRIAN SUBANG, 47500 SUBANG JAYA, SELANGOR D.E. TEL: 60-3-80238266 FAX: 60-3-80238277		Shipper's Account Number		Not Negotiable		Air Waybill Issued by Malaysia Airline System Berhad 33RD FLOOR, MAS BUILDING, JALAN SULTAN ISMAIL, KUALA LUMPUR, FEDERAL TERRITORY, MALAYSIA 50250	
Consignee's Name and Address KERRY EAS LOGISTICS LIMITED NO.21 XIAOYUN ROAD, CHAOYANG DISTRICT, BEIJING 100027 CHINA ATTN:MR DAVID ZHANG TEL:8610-84546956 FAX:8610-64647246		Consignee's Account Number		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.			
Issuing Carrier's Agent Name and City INTERNATIONAL AIR TRANSPORT ASSOCIATION		It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.					
Agent's IATA Code 20312481501		Account No.		Accounting Information FREIGHT PREPAID			
Airport of Departure (Addr. of First Carrier) and Requested Routing KUALA LUMPUR				Reference Number		Optional Shipping Information	
By First Carrier Routing and Destination to by to by				Currency	CHGS Code	WT/VOL PFC COLL	Other PFC COLL
MYR PP P				MYR	PP	P	NVD
Airport of Destination BEIJING CAPITAL INTL MH370/08				Amount of Insurance XXX		Declared Value for Carriage NCV	
Handling Information TOTAL: (13) PACKAGE(S) ONLY. ONE POUCH OF DOCUMENT ATTACHED.				Declared Value for Customs NCV			
				INSURANCE - If carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked "Amount of Insurance".			
				SCI			
No. of Pieces RCP	Gross Weight	kg	lb	Rate Class	Chargeable Weight	Rate	Total
13	2,250.0K	Q		Commodity Item No.	2,250.0	10.25	23,062.50
13	2,250.0						23,062.50
Prepaid				Weight Charge			
23062.50				Collect			
Valuation Charge				Other Charges			
				MYC:2250.00 SCC:855.00 CGC:3.00			
Tax							
Total Other Charges Due Agent							
Total Other Charges Due Carrier							
3108.00							
Total Prepaid				Total Collect			
26170.50							
Currency Conversion Rates				CC Charges in Dest. Currency			
For Carriers Use only at Destination				Charges at Destination			
				Total Collect Charges			
				Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations.			
				KERRY LOGISTICS (MALAYSIA) SDN BHD - KUALA LUMPUR			
				Signature of Shipper or his Agent			
				NAZROL NASIR			
				Signature of Issuing Carrier or its Agent			
				06-MAR-2014 KUALA LUMPUR			
				Executed on (date) at (place)			
				232-12009141			

ORIGINAL 2 (FOR CONSIGNEE)

232 KUL 1187 3632

232 1187 3632

Shipper's Name and Address MALAYSIAN EXPRESS WORLDWIDE SDN BHD NO 3 USJ16 2F 47830 UEP SUBANG JAYA SELANGOR DARUL EHSAN TEL: 0380247875 FAX: 0380247870 MS. ANUM		Shipper's Account Number 00000000		Air Waybill Issued by MALAYSIAN AIRLINE SYSTEM BERHAD 3RD FLR. ADMIN BLDG 1.MAS COMPLE SAAS AIRPORT, 47200 SUBANG, MY			
Consignee's Name and Address UPS PARCEL DELIVERY(GUANGDONG)CO., BEIJING BRANCH NO.3 ZAOYING RD. MAIZIDIAN CHAOYANG DISTRICT BEIJING 100125 CHINA. TEL: 65834088		Consignee's Account Number		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.			
Issuing Carrier's Agent Name and City MALAYSIAN EXPRESS WORLDWIDE SDN BHD KUL		Accounting Information/Also Notify FREIGHT PREPAID EXPRESS HANDLING UNIT(EHU)					
Agent's IATA Code 2037091		Account No. 00000000					
Airport of Departure (Addr. of first Carrier) and requested Routing KUALA LUMPUR				Reference Number		Optional Shipping Information	
To	By First Carrier	Routing and Destination	to	by	to	by	
PEK	MH370	06MAR					
Airport of Destination BEIJING		Requested Flight/Date MH370/06		Amount of Insurance XXX		Declared Value for Carriage NVD	
						Declared Value for Customs NCV	
						INSURANCE - If Carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked 'Amount of Insurance'.	
						TC	
HANDLING INFORMATION EXP PLS NOTIFY CNEE UPON ARRIVALS							
SCI							
(For USA only) These commodities, technology or software were exported from the United States in accordance with the Export Administration Regulations. Diversion contrary to USA law prohibited.							
No. of Pieces RCP	Gross Weight	kg	Rate Class	Chargeable Weight	Rate	Charge	Total
			Commodity Item No.				
02	6.0			6.0	13.66		
							81.96
Prepaid		Weight Charge		Collect		Other Charges	
81.96						TO : 25.00	
		Valuation Charge				FSC : 6.00	
		Tax				ATC : 2.28	
87.40		Total other Charges Due Agent				Shipper certifies that the particulars on the face hereof are correct and that INsofar AS ANY PART OF THE CONSIGNMENT CONTAINS DANGEROUS GOODS, SUCH PART IS PROPERLY DESCRIBED BY NAME AND IS IN PROPER CONDITION FOR CARRIAGE BY AIR ACCORDING TO THE APPLICABLE DANGEROUS GOODS REGULATIONS. MALAYSIA EXPRESS WORLDWIDE SDN BHD Signature of Shipper or his Agent 26FEB14 KUALA LUMPUR ANUM Executed on (Date) at (Place) Signature of Issuing Carrier or its Agent. 232 1187 3632	
0.28		Total other Charges Due Carrier					
117.68		Total prepaid		Total collect			
		Currency Conversion Rates		cc charges in Dest. Currency			
For Carriers Use only at Destination		Charges at Destination		Total collect Charges			

COPY 11 (EXTRA COPY)

232 KUL 1200 7306

232-1200-7306

Shipper's Name and Address

Shipper's Account Number

Not Negotiable

Air Waybill

Issued by

YPOH SENG KIAN
79, BATU 6 1/4 KESANG
84000 . MUAR JOHOR
MALAYSIA

MALAYSIA AIRLINES
CARGO BERHAD

Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.

Consignee's Name and Address

Consignee's Account Number

BEIJING GUANGCHANGMING TRADING CO.,
LTD. 18 HOUANDING DUAN, QING LILU
HOUNDINGCUN, ANDING ZHEN, DAXINGQU
BEIJING, CHINA

It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.

Issuing Carrier's Agent Name and City

Accounting Information/Also Notify

OWN

FREIGHT PREPAID

Agent's IATA Code

Account No.

Airport of Departure (Addr. of first Carrier) and requested Routing

KUAL LUMPUR, MALAYSIA

Reference Number

Optional Shipping Information

To By First Carrier Routing and Destination
PEK MH370/08MARCH2014

to by to by

Currency

CHGS

Code

WT/VOL

PPD

COLL

Other

PPD

COLL

Declared Value for Carriage

Declared Value for Customs

Airport of Destination

Requested Flight/Date

Amount of Insurance

INSURANCE - If Carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked 'Amount of Insurance'.

TC

BEIJING CHINA

HANDLING INFORMATION

PLS CONTACT CNEE UPON ARRIVAL TO PERISHABLE

SCI

(For USA only) These commodities, technology or software were exported from the United States in accordance with the Export Administration Regulations. Diversion contrary to USA law prohibited.

No. of Pieces PCP	Gross Weight	Rate Class	Chargeable Weight	Rate Charge	Total	Nature and Quantity of Goods (incl. Dimensions or Volume)
4	4566	K Q	4566	10.25	46801.50	"FRESH MANGOSTEEN"
		SCR 6007				
4	4566				46801.50	

Prepaid	Weight Charge	Collect	Other Charges
46801.50			T.C.G. 3652.80
	Valuation Charge		I.S. 913.20
	Tax		
	Total other Charges Due Agent		
	Total other Charges Due Carrier		
4566.00			
Total prepaid	Total collect		
51367.50			
Currency Conversion Rates	cc charges in Dest. Currency		
	Charges at Destination	Total collect Charges	
For Carriers Use only at Destination			

Shipper certifies that the particulars on the face hereof are correct and that INsofar as ANY PART OF THE CONSIGNMENT CONTAINS DANGEROUS GOODS, SUCH PART IS PROPERLY DESCRIBED BY NAME AND IS IN PROPER CONDITION FOR CARRIAGE BY AIR ACCORDING TO THE APPLICABLE DANGEROUS GOODS REGULATIONS.

POH SENG KIAN

Signature of Shipper or his Agent

07march2014

Executed on (Date)

KUALA LUMPUR

at (Place)

Signature of Issuing Carrier or its Agent.

232-1200 7306

ORIGINAL 1 (FOR ISSUING CARRIER)

Original 2 - (For Consignee)

292 10677085

232PEN 10664905

232 10664905

1-2-1

Shipper's Name and Address KINTETSU WORLD EXPRESS (MALAYSIA) SDN. BHD. BLOCK C UNIT 1 CARGO FORWARDERS BUILDING MASKARGO COMPLEX PENANG, 11900, MALAYSIA		Shipper's Account Number KWEPEN		Not negotiable Air Waybill Issued By MALAYSIAN AIRLINE SYSTEM BHD 55th FLOOR, BANGUNAN MAS JALAN SULTAN ISMAIL, POB 10513 KUALA LUMPUR, 50250, MALAYSIA	
Consignee's Name and Address BEIJING KINTETSU WORLD EXPRESS CO., LTD. ROOM 03, 4TH FL., NO. 2 BUILDING, HUA MAO CENTRE, NO. 79 JIANGGUO ROAD, CHAOYANG DISTRICT BEIJING, 100025, CHINA		Consignee's Account Number 5151		It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.	
Issuing Carrier's Agent Name and City KINTETSU WORLD EXPRESS (MALAYSIA) SDN. BHD. BANGKOK, THAILAND		Accounting Information FREIGHT PREPAID //PEN/PS 332/CF 06/KWE-SP-SHPR//		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity	
Airway Bill Number 201310506/1814		Account No. 201310506/1814		Job No. 3603AECSL071326	
Origin (City, Country) and Requested Routing PENANG		Destination (City, Country) PEK		Currency MYR	
By First Carrier MH6803/07/MAR		Routing and Destination PEK		Declared Value for Carriage N.V.D.	
Second Carrier BEIJING (PEK) (C) (C)		Requested Flight/Date MH370/08/MAR		Declared Value for Customs N.C.V.	
Handling Information PLS INFORM CNEE IMMEDIATELY UPON ARRIVAL DOC 33 ATTACHED TO AWB		Amount of Insurance INSURANCE		Insurance CONTAINS NO DANGEROUS GOOD	
(For USA only) These commodities, technology or software were exported from the United States in accordance with the Export Administration Regulations. Diversion contrary to USA law prohibited.		Rate 11.58		Total 12738.00	
No. of Pieces 2		Gross Weight 646.0 KG		Nature and Quantity of Goods CONSOLIDATION AS PER ATTACHED MANIFEST	
Weight 646.0		Chargeable Weight 1100.0		Remarks *****REMARKS***** AKE 90207 MH = 13 PCS (G.WT=326KG V.WT=550KG) AKE 6442 MH = 24 PCS (G.WT=320KG V.WT=550KG)	
Prepaid 12738.00		Weight Charge 1100.00		Collect CL 1100.00	
Valuation Charge CL 245.48		Terminal Charge CL 110.00		EUEL SURCHARGE CL 110.00	
Tax CL 110.00		Total Other Charges Due Agent CL 110.00		Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, each part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations.	
Total Other Charges Due Carrier CL 110.00		Signature of Shipper or his Agent SABDRAZAK		Signature of Issuing Carrier or its Agent SABDRAZAK	
Total Prepaid 14193.48		Total Collect CL 110.00		Executed on (date) 07/03/2014, 04:15 PENANG	
Currency Conversion Rates cc Charges in Dest. Currency		Charges at Destination CL 110.00		at (place) at (place)	
For Carrier's Use only at Destination		Total Collect Charges CL 110.00		Signature of Issuing Carrier or its Agent SABDRAZAK	

Original 2 - (For Consignee)

232 10664905



Kintetsu World Express (Malaysia) Sdn. Bhd. (64448-K)

Head Quarter : Suite 1201, 12th Floor, Wisma Prosper, Block B, Kelana Centre Point, No. 3, Jalan SS 7/19, Kelana Jaya, 47301 Petaling Jaya, Selangor Darul Ehsan, Malaysia. Tel : 603-7806 2466 Fax : 603-7806 2499, 7880 3466

KLIA Office : Tel : 603-8775 3300 Fax : 603-8775 3330 Ipoh Office : Tel : 605-5473 733 Fax : 605-5476 731

Port Klang Office : Tel : 603-3168 8898 Fax : 603-3168 6889 Malacca Office : Tel : 606-3344 339 Fax : 606-3344 067

Penang Office : Tel : 604-6272 727 Fax : 604-6272 735 Kuching Office : Tel : 082-5783 60 Fax : 082-5783 62

Johor Bahru Office : Tel : 607-2382 577 Fax : 607-2384 872

ACCEPTANCE RECEIPT

DATE: 6803 SERIAL NO. 254775

AIRWAYBILL NO: 232-10664905 COMMODITY: 1005 FINAL DESTINATION: DKK

MISSION DETAILS:

NO OF PIECES	WEIGHT (KG)	DIMENSION (CM)	STORAGE LOCATION
1/2	07-03-14	03:42:25	304 kg
1/2	07-03-14	03:42:25	68 kg
0/12			326 kg

VOLUMETRIC WEIGHT	GROSS WEIGHT	REMARKS	FWB SUBMISSION
			<div>WITH FWB DATA</div> <div>NO FWB DATA</div>

SHIPPER/AGENT

Signature: [Signature]

NAME: [Name]

TIME/DATE: [Time/Date]

TRUCK DOCK (Cargo submission)

Signature: [Signature]

CHOP: [Chop]

TIME/DATE: [Time/Date]

CENTRAL PROCESSING OFFICE (Document submission)

Signature: [Signature]

NAME: MUZAMIR MUSTAPA

TIME/DATE: 0505 JRS - 07 MAR 2014

THE CONSIGNMENT AS DESCRIBED ABOVE HAVE BEEN RECEIVED IN FULL AND APPARENT GOOD ORDER AND CONDITION FROM THE SHIPPER/AGENT NAME IN THIS DOCUMENT

DISTRIBUTION: ORIGINAL - SHIPPER
COPY - ACCEPTANCE
COPY - CENTRAL PROCESSING OFFICE
COPY - FREIGHT REVENUE ACCOUNTANT

Rev 12/05

Valuation Charge	
Tax	
Total Other Charges Due Agent	
Total Other Charges Due Carrier	
Total Prepaid	Total Collect
Currency Conversion Rates	cc Charges in Dest. Currency
For Carrier's Use only at Destination	Charges at Destination

Shipper certifies that the particulars on the face hereof are correct and that insofar as the consignment contains dangerous goods, such part is properly described by name and is in accordance with the applicable Dangerous Goods Regulations.

KINTETSU WORLD EXPRESS (MALAYSIA) SDN. BHD.

Signature of Shipper or his Agent: [Signature]

Executed on (date): 07/03/2014 at (place): 04:15 PENANG

Signature of Issu: [Signature]

Total Collect Charges: 232 10664905

Copy 12 - (Extra Copy)

Kintetsu World Express (Malaysia) Sdn. Bhd. (64448-K)

Head Quarter

: Suite 1201, 12th Floor, Wisma Prosper, Block B, Kelana Centre Point, No. 3, Jalan SS 7/19, Kelana Jaya, 47301 Petaling Jaya, Selangor Darul Ehsan, Malaysia. Tel : 603-7806 2466 Fax : 603-7806 2499, 7880 3466

KLIA Office

: Tel : 603-8775 3300 Fax : 603-8775 3330

Ipo Office

: Tel : 605-5473 733 Fax : 605-5476 731

Port Klang Office

: Tel : 603-3168 8898 Fax : 603-3168 6889

Malacca Office

: Tel : 606-3344 339 Fax : 606-3344 067

Penang Office

: Tel : 604-6272 727 Fax : 604-6272 735

Kuching Office

: Tel : 082-5783 60 Fax : 082-5783 62

Johor Bahru Office

: Tel : 607-2382 577 Fax : 607-2384 872

ACCEPTANCE RECEIPT

DATE:

SERIAL NO. 254800

AIRWAYBILL NO. 235-10664905

COMMODITY:

FINAL DESTINATION: PCK

MISSION DETAILS

NO OF PIECES	WEIGHT (KG)	DIMENSION (CM)	STORAGE LOCATION
1/3	07-03-14	03:40:27	AKF 6442 MA

VOLUMETRIC WEIGHT	GROSS WEIGHT	REMARKS	FWB SUBMISSION
			WITH FWB DATA

SHIPPER/AGENT

TRUCK DOCK
(Cargo submission)

CENTRAL PROCESSING OFFICE
(Document submission)

Signature

Signature

Signature

NAME

CHOP

NAME

MUZAMIR MUSTAPA
030601 1

TIME/
DATE

TIME/
DATE

TIME/
DATE

THE CONSIGNMENT AS DESCRIBED ABOVE HAVE BEEN RECEIVED
IN FULL AND APPARENT GOOD ORDER AND CONDITION FROM THE
SHIPPER/AGENT NAME IN THIS DOCUMENT

DISTRIBUTION: ORIGINAL -SHIPPER
COPY -ACCEPTANCE
COPY -CENTRAL PROCESSING OFFICE
COPY -FREIGHT REVENUE ACCOUNTANT

Rev 12/05

Valuation Charge	
Tax	
Total Other Charges Due Agent	
Total Other Charges Due Carrier	1455.48
Total Prepaid	14193.48
Total Collect	
Currency Conversion Rates	cc Charges in Dest. Currency
For Carrier's Use only at Destination	Charges at Destination

Shipper certifies that the particulars on the face hereof are correct and that insofar
consignment contains dangerous goods, such part is properly described by name and is i
carriage by air according to the applicable Dangerous Goods Regulations.

KINTETSU WORLD EXPRESS (MALAYSIA) SDN.

Signature of Shipper or his Agent

07/03/2014, 04:15 PENANG

Executed on (date)

at (place)

Signature of Issu

Total Collect Charges

232 10664905

Copy 12 - (Extra Copy)

KINTETSU WORLD EXPRESS (MALAYSIA) SDN. BHD.
 BLOCK C UNIT 1 CARGO FORWARDERS BUILDING
 MASKARGO COMPLEX

US Air Cargo Manifest

Consolidation No.	: 5603AKCSL071326	Date	: 07-Mar-14	Origin	: MYP
Carrier Waybill No.	: 232-10664905	Carrier	: MH	Dest	: CNB
		Flight No	: 6803	Flight Date	: 07-

AWB	NWD NO	Nature of Goods	Pos.	Gross Wt (kg)	Term	Curr	Dest Port
M	232-10664905	Consolidation as per attached Manifest	2	646.0	PP	MYR	PEK

Shipper:

KINTETSU WORLD EXPRESS (MALAYSIA) SDN. BHD.
 BLOCK C UNIT 1 CARGO FORWARDERS BUILDING
 MASKARGO COMPLEX
 PENANG, PENANG, 11900, MALAYSIA

Consignee:

BEIJING KINTETSU WORLD EXPRESS CO., LTD.
 ROOM 03, 4TH FL., NO.2 BUILDING,
 HUA MAO CENTRE, NO.79 JIANGGUO ROAD,
 CHAOYANG DISTRICT
 BEIJING, 100025, CHINA

H	560312770456	SIGNAL ANALYZER	27	437.0	PP	MYR	PEK
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Shipper:

AGILENT TECHNOLOGIES MICROWAVE PRODUCTS (M) SDN BHD
 BAYAN LEPAS FREE INDUSTRIAL ZONE
 BAYAN LEPAS, PENANG, 11900, MALAYSIA

Consignee:

CETC INTERNATIONAL CO., LTD.
 (ATTN: MRS. ZHAO YIZHEN)
 TEL: 010-82209324, FAX: 010-82209337

H	560312770504	AGILENT TEST AND MEASUREMENT INSTRUMENT	1	25.5	PP	MYR	PEK
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Shipper:

AGILENT TECHNOLOGIES MICROWAVE PRODUCTS (M) SDN BHD
 BAYAN LEPAS FREE INDUSTRIAL ZONE
 BAYAN LEPAS, PENANG, 11900, MALAYSIA

Consignee:

BEIJING ORIENTAL JICHENG CO., LTD.
 Haidian Dist
 No 67 Fushi Rd, 12/F Yindu Bldg
 BEIJING, 100036, CHINA

H	560312770585	AGILENT TEST AND MEASUREMENT INSTRUMENT	5	149.5	PP	MYR	PEK
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Shipper:

AGILENT TECHNOLOGIES MICROWAVE PRODUCTS (M) SDN BHD
 BAYAN LEPAS FREE INDUSTRIAL ZONE
 BAYAN LEPAS, PENANG, 11900, MALAYSIA

Consignee:

BEIJING ORIENTAL JICHENG CO., LTD.
 12F YINDU BLDG NO.67
 FUCHENG ROAD HAI DIAN DISTRICT
 BEIJING, 100036, CHINA

H	560312770784	AGILENT TEST AND MEASUREMENT INSTRUMENT	1	2.5	PP	MYR	PEK
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Shipper:

AGILENT TECHNOLOGIES MICROWAVE PRODUCTS (M) SDN BHD
 BAYAN LEPAS FREE INDUSTRIAL ZONE
 BAYAN LEPAS, PENANG, 11900, MALAYSIA

Consignee:

AGILENT TECHNOLOGIES (CHINA) LTD.
 No.3, Wang Jing Bei Lu, Chao Yang Di
 BEIJING, 100102, CHINA

US Air Cargo Manifest

5603AEMFT08

Page 2

Consolidation No. : 5603AKCSL071326 Date : 07-Mar-14 Origin : MYPEN
 Carrier Waybill No. : 232-10664905 Carrier : MH Dest : CNBJS
 Flight No : 6803 Flight Date : 07-Mar-2014

AWB No	Nature of Goods	Pos.	Gross Wt (kg)	Term	Curr	Dest Port	Total Charges
560312770795	AGILENT TEST AND MEASUREMENT INSTRUMENT	1	23.0	PP	MYR	PEK	

Shipper:

AGILENT TECHNOLOGIES MICROWAVE PRODUCTS (M) SDN BHD
 BAYAN LEPAS FREE INDUSTRIAL ZONE
 BAYAN LEPAS, PENANG, 11900, MALAYSIA

Consignee:

AGILENT TECHNOLOGIES (CHINA) LTD.
 No.3, Wang Jing Bei Lu, Chao Yang District
 BEIJING, 100102, CHINA

560312770806	AGILENT TEST AND MEASUREMENT INSTRUMENT	1	0.5	PP	MYR	PEK	
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Shipper:

AGILENT TECHNOLOGIES MICROWAVE PRODUCTS (M) SDN BHD
 BAYAN LEPAS FREE INDUSTRIAL ZONE
 BAYAN LEPAS, PENANG, 11900, MALAYSIA

Consignee:

AGILENT TECHNOLOGIES SOFTWARE COMPANY LIMITED
 No.3, Wang Jing Bei Lu, Chao Yang District
 BEIJING, 100102, CHINA

560312770810	AGILENT TEST AND MEASUREMENT INSTRUMENT	1	8.0	PP	MYR	PEK	
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Shipper:

AGILENT TECHNOLOGIES MICROWAVE PRODUCTS (M) SDN BHD
 BAYAN LEPAS FREE INDUSTRIAL ZONE
 BAYAN LEPAS, PENANG, 11900, MALAYSIA

Consignee:

AGILENT TECHNOLOGIES (CHINA) LTD.
 No.3, Wang Jing Bei Lu, Chao Yang District
 BEIJING, 100102, CHINA

Totals: No. of Shipments 7

37

Shipper's Name and Address PANALPINA TRANSPORT (M) SDN BHD LOT CTBGF 02&03 KLAS CARGO TERMINAL KLAS CARGO COMPLEX KLIA 64000 SEPANG SELANGOR		Shipper's Account Number 7703	Not Negotiable Air Waybill Issued by 1.2.3	MALAYSIAN AIRLINE SYSTEM BHD 33RD FLOOR, BANGUNAN MAS 50250 KUALA LUMPUR, MALAYSIA MEMBER OF IATA
Consignee's Name and Address CTS INTERNATIONAL LOGISTICS CORP. LIMITED BEIJING BRANCH ROOM E409 SOUTH BLD, ACLP INTL BLD, 566 SHUNPING CN RD, SHUNYI DIST, BEIJING		Consignee's Account Number 7230	Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.	

Issuing Carrier's Agent Name and City PANALPINA TRANSPORT (M) S/B-KLIA LOT CTBGF 02&03 KLAS CARGO COMPLEX KLIA, 64000 SEPANG SELANGOR MALAYSIA		Accounting Information FILE : 032267/7082 FREIGHT PREPAID	
Agent's IATA Code 20-3 0968/1501	Account No.	VOLUME 0.194 M3	
Airport of Departure (Addr. of First Carrier) and Requested Routing KUL KUALA LUMPUR MY		Reference Number	Optional Shipping Information
To PEK MAS	By First Carrier Routing and Destination	Currency MYR	Declared Value for Carriage NVD
to BEIJING	by Requested Flight/Date	WT/VAL PP X	Declared Value for Customs NCV
Amount of Insurance XXX		INSURANCE - If carrier offers insurance, and such insurance is requested in accordance with conditions on reverse thereof, indicate amount to be insured in figures in box marked "Amount of Insurance".	

Handling Information **ENCL. CONSOL POUCH ATTCHD**
PLS NTFY CNEE IMMED UPN ARRVL.
****FINAL DESTINATION TIANJIN****

No. of Pieces RCP	Gross Weight	kg	Rate Class	Chargeable Weight	Rate	Total	Nature and Quantity of Goods (Incl. Dimensions or Volume)
4	26.0K	Q		33.0	13.66	450.78	CONSOLIDATION AS PER ATTACHED MANIFEST
							2PCS 61x 36x 25
							1PCS 37x 30x 28
							1PCS 61x 36x 25
	26.0K					450.78	SLAC-00004/CONT. RIDER

Prepaid	Weight Charge	Collect	Other Charges
450.78			FSC 33.00 SSC 9.88
Valuation Charge			
Tax			
Total Other Charges Due Agent		Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations.	
Total Other Charges Due Carrier		ON BEHALF OF THE SHIPPER PANALPINA TRANSPORT (M) SDN BHD SAIFUL Signature of Shipper or his Agent	
Total Prepaid	Total Collect	AS AGENT OF CARRIER PANALPINA TRANSPORT (M) SDN BHD 07 MAR 2014	
493.66		Signature of Issuing Carrier or its Agent	
Currency Conversion Rates	CC Charges in Dest. Currency	Executed on (date) at (place)	
	Charges at Destination	Total Collect Charges	
For Carrier's Use only at Destination			

UTN:14 847 032266

Shipper's Name and Address PANASONIC INDUSTRIAL DEVICES SALES (M) SDN BHD 15TH FLOOR, MENARA IGB, MID VALLEY CITY, 59200 KL MALAYSIA		Shipper's account Number 260546		KUL 013639 Not negotiable PANALPINA TRANSPORT (M) S/B-KLIA Air Waybill OT CTBGF 02&03 KLAS CARGO COMPLEX Issued by KLIA, 64000 SEPANG SELANGOR MALAYSIA AS CARRIER	
Consignee's Name and Address CONTINENTAL AUTOMOTIVE SYSTEMS (TIANJIN) CO, LTD, NO.2 BOHAI ROAD, TEDA TIANJIN CHINA 300457 CHINA		Consignee's account Number 802395		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.	
Issuing Carrier's Agent Name and City		Accounting Information FILE: 032266/7082 FREIGHT COLLECT FCA			
Agent's IATA Code		Account No.		VOLUME 0.194 M3	
Airport of Departure (Addr. of first Carrier) and requested Routing KUL KUALA LUMPUR MY				Reference Number	
to	By first Carrier	Routing and Destination	to	by	to
PEK	MAS				
Airport of Destination BEIJING		Flight/Date MH 370/08	For Carrier Use only	Flight/Date	Amount of Insurance XXX
Holding Instruction PLS NOTIFY CNEE IMMED. UPON ARRIVAL ' 'FINAL DESTINATION TIANJIN' '					INSURANCE: If Carrier offers Insurance and such insurance is requested in accordance with conditions on reverse hereof, indicate the amount to be insured in figures in box marked amount of insurance.
					SCI
No. of Pieces RCP	Gross Weight	Net Weight	Rate Class Commodity Item No.	Chargeable Weight	Rate Charge
4	26.0K	Q		33.0	3.98
MARKING: OF PANASONIC PRODUCTS FREIGHT COLLECT 251AAQ133279-4CB **FINAL DESTINATION TIANJIN** (2 X) 61 X 36 X 25 / (1 X) 37 X 30 X 28 (1 X) 61 X 36 X 25					Total 131.34
					Nature and Quantity of Goods (incl. Dimensions or Volume) ELECTRICAL PARTS INV:251AAQ133279
4	26.0K				131.34
Prepaid		Weight	Charge	Collect	Other Charges
				131.34	FSC 33.00 SSC 9.88
Valuation		Charge			
Tax					
Total other Charges Due Agent					
Total other Charges Due Carrier					
42.88					
Total prepaid		Total collect			
42.88		131.34			
Currency Conversion Rates		cc charges in Dest. Currency			
For Carriers Use only at Destination		Charges at Destination		Total collect Charges	
				232 1202 2382	

Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations.

ON BEHALF OF THE SHIPPER
PANALPINA TRANSPORT (M) SDN BHD
SAIFUL

Signature of Shipper or his Agent

AS CARRIER
PANALPINA TRANSPORT (M) SDN BHD
07 MAR 2014

Executed on (Date) at (Place) Signature of Issuing Carrier's Agent

XXXXX

UTN:14 847 032264

Shipper's Name and Address FREESCALE SEMICONDUCTOR (M) S/B NO 2 JALAN 8/2 FREE IND ZONE SG WAY PETALING JAYA SELANGOR MALAYSIA 47300		Shipper's account Number 221060		KUL 013658 Not negotiable PANALPINA TRANSPORT (M) S/B-KLIA Air Waybill Issued by OT CTBGF 02&03 KLAS CARGO COMPLEX KLIA, 64000 SEPANG SELANGOR MALAYSIA AS CARRIER	
Consignee's Name and Address CONTINENTAL AUTOMOTIVE CHANGCHUN CO , LTD.1981, WUHAN RD, CHANGCHUN ECO & TECH DEV ZONE. CHANGCHUN, JILIN PROVI NCE, P.R.CHINA 130033		Consignee's account Number 802395		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.	
Issuing Carrier's Agent Name and City		Accounting Information FILE: 032264/7081 FREIGHT COLLECT EXW/CSLA 72		VOLUME 0.029 M3	
Agent's IATA Code		Account No.		Reference Number	
Airport of Departure (Addr. of first Carrier) and requested Routing KUL KUALA LUMPUR MY					
to	By first Carrier	Routing and Destination	to	by	to
PEK MAS					
Airport of Destination		Flight/Date	For Carrier Use only	Flight/Date	Amount of Insurance
BEIJING		MH 370/08			XXX
Holding Instruction PLS NOTIFY CNEE IMMED. UPON ARRIVAL					
SCI					
No. of Pieces RCP	Gross Weight	kg lb	Rate Class Commodity Item No.	Chargeable Weight	Rate Charge
1 (1 X)	6.0K	M	X 17	6.0	MIN.
			Total		
			50.00		
			Nature and Quantity of Goods (Ind. Dimensions or Volume)		
			ELECTRONIC PARTS INV:ACEGSQ		
			Total		
			50.00		
			SLAC-00001		
Prepaid		Weight	Charge	Collect	Other Charges
				50.00	FSC 6.00 SSC 2.28
Valuation		Charge			
Tax					
Total other Charges Due Agent					
Total other Charges Due Carrier		8.28			
Total prepaid		Total collect			
		58.28			
Currency Conversion Rates		cc charges in Dest. Currency			
For Carriers Use only at Destination		Charges at Destination		Total collect Charges	
				232 1202 2404	

Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations.

ON BEHALF OF THE SHIPPER
PANALPINA TRANSPORT (M) SDN BHD
SAIFUL

Signature of Shipper or his Agent

AS CARRIER
PANALPINA TRANSPORT (M) SDN BHD
07 MAR 2014

Executed on (Date) at (Place) Signature of Issuing Carrier's Agent



SHIP FROM:

Freescale Asia Fulfillment Centre Sdn Bhd (800350-P)
Lot 9A, Jalan Tiang U8/92, Section U8, Bukit Jelutong,
Perindustrian Park, 40150 Shah Alam,
Selangor Darul Ehsan.

SHIPPED TO:

CONTINENTAL AUTOMO
-TIVE CHANGCHUN CO., LTD
#1981 WUHAN RD, CHANGCHUN
ECON&TECH DEV ZONE JILIN
CHINA (ATTN: CONSIGNMENT)

SOLD TO:

CONTINENTAL AUTOMO
-TIVE CHANGCHUN CO., LTD
#1981 WUHAN RD, CHANGCHUN
ECON&TECH DEV ZONE JILIN
CHINA (ATTN: CONSIGNMENT)

P R O F O R M A I N V O I C E

Invoice / Packing List No:

ACEGSO

Page:

1

Customer Code:

JSVCX

Print Date:

6 MAR 14

AIRWAY BILL NO:		HOUSE WAYBILL NO:	
HAWB NO: NS# 222165			
* WAYBILL NO. AS PER WAYBILL			
Customer Purchase No.	Factory Order No.	Shipping Terms	Order Input Date
57000000370	0035DR	DAP BEIJING AIRPORT	16 MAR 12
Shipped Via	Payment Terms	Final Destination	
BY COURIER	NET 30 DAYS	CHINA	
SHIP DATE:		FLIGHT NO:	FLIGHT DATE:

FO LI	Device Title/ Product Description	Customer Part No.	Country of Origin	Ship Ref.	Quantity This Shipment	Customer Required Date	Schedule Date	Unit Price	Amount
14	SPC5534MVF80R I.C.	A2C000051364 POI:1	CHINA 5MAR14 ECCN:3A991	ACEGSO P\$:MDC RDD:14MAR14	2000	10FEB14	3MAR14	USD\$ 5.0400	USD\$ 10,080.00

Office Address:

Cable Address:

Telex Address:

FREESCALE ASIA FULFILL -Fax Address: 603-78731000

MENT CENTRE SDN. BHD. Tel No: 603-7873103

2, JLN SS 8/2 FREE IND

ZONE SINGAPORE 47300

"THESE COMMODITIES, TECHNOLOGY, OR
SOFTWARE WERE EXPORTED FROM THE
U.S. IN ACCORDANCE WITH THE U.S.
EXPORT REGULATIONS. REVERSION
CONTRARY TO U.S. LAW IS PROHIBITED."

TOTAL PACKAGES:

GROSS WEIGHT:

Total Amount

USD\$

10,080.00

Shipper's Name and Address PANALPINA TRANSPORT (M) SDN BHD LOT CTBGF 02&03 KLAS CARGO TERMINAL KLAS CARGO COMPLEX KLIA 64000 SEPANG SELANGOR		Shipper's Account Number 7703		Not Negotiable		MALAYSIAN AIRLINE SYSTEM BHD 33RD FLOOR, BANGUNAN MAS 50250 KUALA LUMPUR, MALAYSIA MEMBER OF IATA	
Consignee's Name and Address CTS INTERNATIONAL LOGISTICS CORP. LIMITED BEIJING BRANCH ROOM E409 SOUTH BLD, ACLP INTL BLD, 566 SHUNPING CN RD, SHUNYI DIST, BEIJING		Consignee's Account Number 7230		Air Waybill Issued by		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.	
Issuing Carrier's Agent Name and City PANALPINA TRANSPORT (M) S/B-KLIA LOT CTBGF 02&03 KLAS CARGO COMPLEX KLIA, 64000 SEPANG SELANGOR MALAYSIA		Accounting Information FILE : 032265/7081 FREIGHT PREPAID		Reference Number		Optional Shipping Information	
Agent's IATA Code 20-3 0968/1501		Account No.		VOLUME 0.029 M3		Declared Value for Carriage NVD	
Airport of Departure (Addr. of First Carrier) and Requested Routing KUL KUALA LUMPUR MY		To		By First Carrier		Routing and Destination	
Airport of Destination BEIJING		Requested Flight/Date MH 370/01		Currency MYR		Declared Value for Customs NCV	
Handling Information ENCL. CONSOL POUCH ATTCHD PLS NTFY CNEE IMMED UPN ARRVL.		Amount of Insurance XXX		INSURANCE - If carrier offers insurance, and such insurance is requested in accordance with conditions on reverse thereof, indicate amount to be insured in figures in box marked "Amount of Insurance".		SCI	
No. of Pieces RCP	Gross Weight	kg	Rate Class	Commodity Item No.	Chargeable Weight	Rate	Total
	6.01	kg			6.0	MIN.	75.00
				Nature and Quantity of Goods (Incl. Dimensions or Volume) CONSOLIDATION AS PER ATTACHED MANIFEST 1PCS 42x 42x 1			
				SLAC-00001/CONT. RIDER			
Prepaid		Weight Charge		Collect		Other Charges	
75.00		Valuation Charge					
Tax							
Total Other Charges Due Agent							
Total Other Charges Due Carrier							
Total Prepaid		Total Collect					
75.00							
Currency Conversion Rates		CC Charges in Dest. Currency					
For Carrier's Use only at Destination		Charges at Destination		Total Collect Charges			

Shipped on (Date) _____ at (place) _____ Signature of Issuing Carrier or its Agent

ON BEHALF OF THE SHIPPER
PANALPINA TRANSPORT (M) SDN BHD
SAIFUL
Signature of Shipper or his Agent

AS AGENT OF CARRIER
PANALPINA TRANSPORT (M) SDN BHD
07 MAR 2014

232-1202 240.

SHIP FROM:
freescal
 semiconductor
 Freescale Asia Fulfillment Centre Sdn Bhd (990333-P)
 Lot 9A, Jalan Tiang UB/92, Section UB, Bukit Jelutong,
 Perindustrian Park, 40150 Shah Alam,
 Selangor Darul Ehsan.

SOLD TO:

P A C K I N G L I S T

Order/Packing List No: ACEGSO Page: 1
 Customer Code: JSVCX Print Date: 6MAR14

CONTINENTAL AUTOMO
 -TIVE CHANGCHUN CO., LTD
 #1981 WUHAN RD, CHANGCHUN
 ECON&TECH DEV ZONE JILIN
 CHINA(ATTN:CONSIGNMENT)

CONTINENTAL AUTOMO
 -TIVE CHANGCHUN CO., LTD
 #1981 WUHAN RD, CHANGCHUN
 ECON&TECH DEV ZONE JILIN
 CHINA(ATTN:CONSIGNMENT)

0935PB

Customer Purchase No. 5700000370	Factory Order No. 0935PB	Shipping Terms DAP BEIJING AIRPORT	Order Input Date 16 JUL 12
Shipped Via BY COURIER	Payment Terms NET 30 DAYS	Final Destination CHINA	

AIRWAY BILL NO: **HOUSE WAYBILL NO:**

* WAYBILL NO. AS PER WAYBILL

SHIP DATE: **FLIGHT NO:** **FLIGHT DATE:**

FO LI	Device Title/ Product Description	Customer Part No. SHIP WINDOW	Country of Origin	Ship Ref.	Quantity This Shipment	Customer Required Date	Schedule Date	Unit Price #BOX WEIGHT	Amount BOX SIZE
14	SPC5534MVF80K I.C.	A2C00051364 POI:1	CHINA 5MARI4- 5MARI4 ECCN:3A991	ACEG8Q	2000	10FEB14	3MARI4	1 4.80 (42x 41x 17
TOTAL PACKAGES: 1		COMMERCIAL INVOICE NUMBER:14MY701124		GROSS WEIGHT: 4.80 KG		NET WEIGHT: 4.30 KG			

Office Address: Cable Address: -----
 Telex Address: -----
 FREESCALE ASIA FULFILL -Fax Address: 603-78731000
 MENT CENTRE SDN. BHD. Tel No: 603-78731133
 2, JLN SS 8/2 FREE IND
 ZONE, SUNGEI WAY, 47300
 P. JAYA, SELANGOR MALAYSIA

"THESE COMMODITIES, TECHNOLOGY, OR
 SOFTWARE WERE EXPORTED FROM THE
 U.S. IN ACCORDANCE WITH THE U.S.
 EXPORT REGULATIONS. DIVERSION
 CONTRARY TO U.S. LAW IS PROHIBITED."

GROSS WEIGHT:
 0.216110

Customer

PROFORMA INVOICE

Invoice / Packing List No: ACEBOS
 Customer Code: JSVCX
 Page: 1
 Print Date: 6MARI4

SHIPPED TO:

SOLD TO:

CONTINENTAL AUTOMO
 -TIVE CHANGCHUN CO., LTD
 #1981 WUHAN RD, CHANGCHUN
 ECON&TECH DEV ZONE JILIN
 CHINA(ATTN: CONSIGNMENT)

CONTINENTAL AUTOMO
 -TIVE CHANGCHUN CO., LTD
 #1981 WUHAN RD, CHANGCHUN
 ECON&TECH DEV ZONE JILIN
 CHINA(ATTN: CONSIGNMENT)

AIRWAY BILL NO:

HOUSE WAYBILL NO:

HAWB NO: NS# 222165
 *WAYBILL NO. AS PER WAYBILL

SHIP DATE:

FLIGHT NO:

FLIGHT DATE:

Customer Purchase No.	5700000370	Factory Order No.	0935DR	Shipping Terms	DAP BEIJING AIRPORT	Order Input Date	16.III.12
Shipped Via	BY COURIER	Payment Terms	NET 30 DAYS	Final Destination	CHINA		

FO L1	Device Title/ Product Description	Customer Part No.	Country of Origin	Ship Ref.	Quantity This Shipment	Customer Required Date	Schedule Date	Unit Price USD\$	Amount USD\$
14	SPC5534MYF80K I.C.	A2C00051364 SHIP WINDOW POI:1	CHINA ECCN:3A991	ACEG\$Q	2000	10FEB14	3MARI4	5.0400	10,080.00
						P\$:MDC RDD:14MARI4			
Total Amount									10,080.00

Office Address:

Cable Address:

Telex Address:

"THESE COMMODITIES, TECHNOLOGY, OR
 SOFTWARE WERE EXPORTED FROM THE
 U.S. IN ACCORDANCE WITH THE U.S.
 EXPORT REGULATIONS. DIVERSION
 CONTRARY TO U.S. LAW PROHIBITED."

USD\$

Customer

FREESCALE ASIA FULFILL.
 MENT CENTRE SDN. BHD.
 2, JLN SS 8/2 FREE IND
 ZONE, SUNGEI WAY, 47300
 D TAVVA SRI ANTOR MAI AVSIA

Fax Address: 603-78731000
 Tel No: 603-78731133

TOTAL PACKAGES:

GROSS WEIGHT:

021C110

INVOICE & PACKING LIST
INVOICE NUMBER : 251AAQ133279

(formerly known as Panasonic Industrial Company (M) Sdn Bhd)

Lingkaran Syed Putra, 59200 Kuala Lumpur

Page:1 of 3

Shipped per : AIRFREIGHT	Sailing on or about : 07.03.2014
From : KUALA LUMPUR	
Via :	To : TIANJIN

Payment Term			30 DAYS AFTER SHIPMENT DATE		Payment Due Date				
Case No	No. of Pkgs	Description	Quantity Per Pkg Total	Unit price	Amount	Net Wt Per Total/KGS	Grs Wt Per Total/KGS	Vol/Pkg Total/M3	
PANASONIC PRODUCTS									
CARTON BOXES 1-1	1	0060796570/0060796570/56027655 ECAT1VHG222Z ECAT1VHG222Z A2C0027820000	XD PCS 1,000 / 1,000	PER 1,000 PC 315.15	315.15	8.400 / 8.400	11.723 / 11.723	0.065 0.065	
CARTON BOXES 1-1	1	0060801113/0060801113/56027655 ELEC. CAPACITOR ECAT1VHG222Z A2C0027820000	XD 500 / 500	315.15	157.57	4.200 / 4.200	5.927 / 5.927	0.043 0.043	
CARTON BOXES 1-1	1	0060805051/0060805051/56027655 ELEC. CAPACITOR ECAT1VHG222Z A2C0027820000	XD 1,000 / 1,000	315.15	315.15	8.400 / 8.400	11.723 / 11.723	0.065 0.065	



Panasonic Industrial Devices Sales (M) Sdn Bhd (372681-M)

(formerly known as Panasonic Industrial Company (M) Sdn Bhd)
15th Floor Menara IGB, Mid Valley City,
Lingkaran Syed Putra, 59200 Kuala Lumpur
MALAYSIA

INVOICE & PACKING LIST
INVOICE NUMBER : 251AAQ133279

Page: 2 of 3

Case No	No. of Pkgs	Description	Quantity Per Pkg Total	Unit price	Amount	Net Wt Per Total/KGS	Grs Wt Per Total/KGS	Vol/Pkg Total/M3
CARTON BOXES 2-2		0060796570/0060796570/56027655 ECATT1VHG222Z 1 ECATT1VHG222Z A2C0027820000	XD 500 / 500	315.15	157.57	4.200 / 4.200	5.927 / 5.927	0.043 / 0.043
TOTAL	4	CARTON BOXES	3,000 PCS		945.44	25.200	35.300	0.216
		U.S. DOLLARS NINE HUNDRED FORTY-FIVE AND CENTS FORTY-FOUR ONLY	FOB MALAYSIA	USD	945.44 =====			



Panasonic Industrial Devices Sales (M) Sdn Bhd (372681-M)

(formerly known as Panasonic Industrial Company (M) Sdn Bhd)
15th Floor Menara IGB, Mid Valley City,
Lingkaran Syed Putra, 59200 Kuala Lumpur
MALAYSIA

INVOICE & PACKING LIST
INVOICE NUMBER : 251AAQ133279

Page: 3 of 3

CAS-TJ
0060796570
TIANJIN
C/NO. : 1 - 2
MADE IN MALAYSIA

CAS-TJ
0060801113
TIANJIN
C/NO. : 1 - 1
MADE IN MALAYSIA

CAS-TJ
0060805051
TIANJIN
C/NO. : 1 - 1
MADE IN MALAYSIA

* L/C NO. ILC-786-949296

Panasonic Industrial Devices Sales (M) Sdn Bhd

(formerly known as Panasonic Industrial Company (M) Sdn Bhd)
Draft No:251AAQ133279

To: PANALPINA

Attn:

System Date :06.03.2014 11:27:57

From : PIDSMY

Phone: + 603-2297-6738

Fax: + 603-2297-6739

Page : 1 of 2

Person in charge : Joyce Ng

Email : joyce.ng@my.panasonic.com

DRAFT AIR WAYBILL

Shipper : PANASONIC INDUSTRIAL DEVICES SALES (M) SDN BHD		Carrier Agent: PANALPINA TRANSPORT (M) Booking Ref No:	
Consignee : CONTINENTAL AUTOMOTIVE SYSTEMS (TIANJIN) CO.,LTD NO2,BOHAI ROAD,TEDA TIANJIN, 300457,P.R.CHINA		Special Instruction : COLLECTION ON 06.03.2014 PEDMA SHAH ALAM AIR ON 07.03.2014 LOCAL CHARGES: FTY FREIGHT: CONSIGNEE PLS DO NOT ATTACH ANY INVOICE WITH CARGOES	
Notify Party : SAME AS CONSIGNEE		Final Destination : TIANJIN (FOR MERCHANTS REFERENCE ONLY) Sales Invoice List 251AAQ133279 Factory Invoice List 1.ECA4C0637002 2.ECA4C0637707 3.ECA4C0637708 Vendor PEDMA SA PEDMA SA PEDMA SA Packing 2 CB 1 CB 1 CB	
Vessel Information Vessel/Voyage / / Pre-Carriage By: First Vessel Name :		Place of Receipt : KUALA LUMPUR Place of Loading : KUALA LUMPUR Place of Delivery: TIANJIN	
Description Of Cargo Shipper's Load, Count, and Seal OF PANASONIC PRODUCTS FREIGHT COLLECT 251AAQ133279-4CB * FINAL DESTINATION TIANJIN*		Packing 4 CARTON BOXES	Gross Weight 35.300 KGS
			Measurement 0.216 M3
Total number of containers or Packages (In Words) FOUR PACKING ONLY			
No of AWB Require Original: 1 Copy:1			
Place of BL issue : MALAYSIA Freight Payable at: DESTINATION			
Freight COLLECT			

Panasonic Industrial Devices Sales (M) Sdn Bhd
(formerly known as Panasonic Industrial Company (M) Sdn Bhd)
Draft No: 251AAQ133279
To: PANALPINA
Attn:

System Date : 06.03.2014 11:27:57

From : PDSMY

Phone: + 603-2297-6738

Fax: + 603-2297-6739

DRAFT AIR WAYBILL

Page : 2 of 2

Person in charge : Joyce Ng

Email : joyce.ng@my.panasonic.com

Shipping Mark :

CAS-TJ

0060796570

TIANJIN

C/NO. : 1 - 2

MADE IN MALAYSIA

CAS-TJ

0060801113

TIANJIN

C/NO. : 1 - 1

MADE IN MALAYSIA

CAS-TJ

0060805051

TIANJIN

C/NO. : 1 - 1

MADE IN MALAYSIA

1.2.4

SHIPPER'S NAME AND ADDRESS 232 KHL 12009141 GROLIER (MALAYSIA) SDN BHD 7TH FLOOR, PLAZA FIRST NATIONWIDE, 161, JALAN TUN H S LEE, 50000 KUALA LUMPUR. TEL: 03-2688 2688 FAX: 03-2070 5708		SHIPPER'S ACCOUNT NUMBER		Not Negotiable / Consolidation AIR WAYBILL (Air Consignment Note) Issued By		HAWB AKULA0000643		KERRY LOGISTICS	
CONSIGNEE'S NAME AND ADDRESS CNPIEC 16 GONGTI EAST ROAD, BEIJING 100020, CHINA BEIJING MR. DU XIAOJIE T:86 10 6506 6688-8412		CONSIGNEE'S ACCOUNT NUMBER		Copies 1, 2 and 3 of this Air Waybill are original and have the same validity. It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMED APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.					
NOTIFY PARTY SAME AS CONSIGNEE		ACCOUNTING INFORMATION FREIGHT COLLECT							
AIRPORT OF DEPARTURE (ADDR OF FIRST CARRIER) AND REQUESTED ROUTING KUALA LUMPUR to By first Carrier Routing and Destination to by to by				REFERENCE NUMBER		OPTIONAL SHIPPING INFORMATION			
PEK MH Airport of Destination Flight/Date For Carrier Use Only Flight/Date BEIJING CAPITAL INTL MH370/08				CURRENCY CHGS USD CC C C		WT/VOL PPD COLL PPD COLL		DECLARED VALUE FOR CARRIAGE NVD	
HANDLING INFORMATION TOTAL: (13) PACKAGE(S) ONLY. INVOICE AND PACKING LIST ATTACHED.				AMOUNT OF INSURANCE XXX		DECLARED VALUE FOR CUSTOMS NCV			
INSURANCE: If Carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked "Amount of Insurance"									
NO. OF PIECES RCP	GROSS WEIGHT	KG	RATE CLASS COMMODITY ITEM NO.	CHARGEABLE WEIGHT	RATE CHARGE	TOTAL	NATURE AND QUANTITY OF GOODS (INCL. DIMENSIONS OR VOLUME)		
13	2,250.00	0		2,250.0		AS ARRANGED	said to contain: SCHOLASTIC ASSORTED BOOKS DIMS (CM): 38x31x13 (CM) / 2 43x30x25 (CM) / 5 105x95x105 (CM) / 1 105x95x118 (CM) / 1 105x95x140 (CM) / 1 105x95x144 (CM) / 1 105x95x150 (CM) / 1 105x95x161 (CM) / 1		
13	2,250.0					AS ARRANGED			
PREPAID		WEIGHT CHARGE		COLLECT		Other Charges			
VALUATION CHARGE									
TAX									
TOTAL OTHER CHARGES DUE AGENT						Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations.			
TOTAL OTHER CHARGES DUE CARRIER									
TOTAL PREPAID		TOTAL COLLECT				Signature of Shipper or his Agent KERRY LOGISTICS (MALAYSIA) SDN BHD (645775-D)			
AS ARRANGED CURRENCY CONVERSION RATES		AS ARRANGED CC CHARGES IN DEST. CURRENCY				Executed on (Date) 06-MAR-2014 at (Place) KUALA LUMPUR Signature of Issuing Carrier or its Agent NAZROL NASIR			
FOR CARRIER'S USE ONLY AT DESTINATION		CHARGES AT DESTINATION		TOTAL COLLECT CHARGES					

232 KUL 12009141

232-12009141

Shipper's Name and Address KERRY LOGISTICS (MALAYSIA) SDN BHD - KUALA LOT 844, 1ST FLOOR JLN SUBANG 7 TMN PERINDUSTRIAN SUBANG, 47500 SUBANG JAYA, SELANGOR D.E. TEL: 60-3-80238266 FAX: 60-3-80238277		Shipper's Account Number		Not Negotiable Air Waybill Issued by Malaysia Airline System Berhad 33RD FLOOR, MAS BUILDING, JALAN SULTAN ISMAIL, KUALA LUMPUR, FEDERAL TERRITORY, MALAYSIA 50250					
Consignee's Name and Address KERRY EAS LOGISTICS LIMITED NO.21 XIAOYUN ROAD, CHAOYANG DISTRICT, BEIJING 100027 CHINA ATTN:MR DAVID ZHANG TEL:8610-84546956 FAX:8610-64647246		Consignee's Account Number		It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.					
Issuing Carrier's Agent Name and City INTERNATIONAL AIR TRANSPORT ASSOCIATION		Accounting Information FREIGHT PREPAID							
Agent's IATA Code 20312481501		Account No.							
Airport of Departure (Addr. of First Carrier) and Requested Routing KUALA LUMPUR				Reference Number	Optional Shipping Information				
To	By First Carrier	Routing and Destination	to	by	to				
PEK	MH								
Airport of Destination BEIJING CAPITAL INTL			Requested Flight/Date MH370/08						
Currency MYR			Declared Value for Carriage NVD						
Amount of Insurance XXX			Declared Value for Customs NCV						
Insurance - If carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked "Amount of Insurance".									
Handling Information TOTAL: (13) PACKAGE(S) ONLY. ONE POUCH OF DOCUMENT ATTACHED.									
No. of Pieces ROP	Gross Weight	kg	Rate Class	Commodity Item No.	Chargeable Weight	Rate	Charge	Total	Nature and Quantity of Goods (incl. Dimensions or Volume)
13	2,250.0	K	Q		2,250.0	10.25		23,062.50	CONSOLIDATION DETAILS AS PER CARGO MANIFEST ATTACHED 38x31x13 (CM) / 2 43x30x25 (CM) / 5 105x95x105 (CM) / 1 105x95x118 (CM) / 1 105x95x140 (CM) / 1 105x95x144 (CM) / 1 105x95x150 (CM) / 1 105x95x161 (CM) / 1
13	2,250.0							23,062.50	
Prepaid		Weight Charge		Collect		Other Charges			
23062.50						MYC:2250.00 SCC:855.00 CGC:3.00			
Valuation Charge									
Tax									
Total Other Charges Due Agent									
Total Other Charges Due Carrier									
3108.00									
Total Prepaid		Total Collect							
26170.50									
Currency Conversion Rates		CC Charges in Dest. Currency							
For Carrier Use only at Destination		Charges at Destination							

Shipper certifies that the particulars on the face hereof are correct and that insofar as any part of the consignment contains dangerous goods, such part is properly described by name and is in proper condition for carriage by air according to the applicable Dangerous Goods Regulations.

KERRY LOGISTICS (MALAYSIA) SDN BHD - KUALA LUMPUR

Signature of Shipper or his Agent

NAZROL NASIR

Signature of Issuing Carrier or its Agent

06-MAR-2014 KUALA LUMPUR

Executed on (date) at (place)

Total Collect Charges

232-12009141

ORIGINAL 3 (FOR SHIPPER)

Grolier (M) Sdn Bhd
(Co. No. 275066-K)
Level 7, Plaza First Nationwide
161, Jalan Tun H. S. Lee
50000 Kuala Lumpur
Malaysia

Scholastic Malaysia operates under Grolier (Malaysia) Sdn. Bhd. (Company No. 275066-K). Grolier (Malaysia) Sdn. Bhd. is a subsidiary of Scholastic International Inc., New York

Tel: 603 - 2688 1688
Fax: 603 - 2070 1898

Importer: CNPIEC
ROOM 408, NO 16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
CHINA
Tel: 861 - 06506668; Tel2: Fax:

Deliver to: KERRY LOGISTICS (MALAYSIA) SDN BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG
SELANGOR

CUSTOM INVOICE

Date : 13/01/2014
Batch No : 20140113
Job No : J1200380

Tel: 603-8787 1225 Tel2: 603-8787 1226 Fax: 603-8787 1230

NO Invoice No	PO NO	Pack Titles	Qty	Price (USD)
1. 14000489	PXTY20140103	CLIFFORD COLLECTION	314	1,427.60
2. 14000489	PXTY20140103	DORA THE EXPLORER PHONICS BOXSET #2	20	90.93
3. 14000489	PXTY20140103	DORA THE EXPLORER PHONICS BOXSET #3	20	90.93
4. 14000489	PXTY20140103	ROLY POLY: GOLDBLOCKS	6	23.08
5. 14000489	PXTY20140103	ROLY POLY: JUNGLE	6	23.08
6. 14000489	PXTY20140103	ROLY POLY: NUMBERS	6	23.08
7. 14000489	PXTY20140103	ROLY POLY: NURSERY RHYMES	6	23.08
8. 14000489	PXTY20140103	ROLY POLY: OCEAN	6	23.08
9. 14000489	PXTY20140103	ROLY POLY: SPACE	10	38.47
10. 14000489	PXTY20140103	THE HUNGER GAMES 3-BOOK SET	500	3,482.50
11. 14000489	PXTY20140103	THE MAGIC SCHOOL BUS 25TH ANNIVERSARY BOX SET	500	5,948.25
			1394	11,194.08

Total Ctn: _____



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Grolier (Malaysia) Sdn Bhd is a subsidiary of Scholastic Inc, New York.

Grolier (M) Sdn Bhd
Lot 7.01, Plaza First Nationwide
161 Jalan Tun H S Lee
50000 Kuala Lumpur
Malaysia

Tel: (603) 2688 1688
Fax: (603) 2070 1898

Importer:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST
Mo No: M1400003
Cust. PO#: PXTY20140103
Inv Ref: 14000489

13 January 2014

Deliver to:

KERRY LOGISTIC (MALAYSIA) SDN.BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG

ATTN: Sandra Ong
TEL: +603-87871225

Final Destination:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST

NO	DESCRIPTION	QTY(PALLET)	MEASUREMENT PALLET/(CM) (L X W X H)	M3
1.	Scholastic Assorted Books	1	103X88X160	1.450
2.	Scholastic Assorted Books	1	103X88X151	1.368
3.	Scholastic Assorted Books	1	103X88X140	1.268
TOTAL		3		4.086

- Total Weight: 1440kgs
- Total Carton: 105 Cartons(3 Pallets)

FOB MALAYSIA

Prepared by:

Mohd Afahmi
Warehouse Supervisor - Trade



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Grolier (Malaysia) Sdn Bhd is a subsidiary of Scholastic Inc, New York.

Grolier (M) Sdn Bhd
Lot 7.01, Plaza First Nationwide
161 Jalan Tun HS Lee
50000 Kuala Lumpur
Malaysia

Tel: (603) 2688 1688
Fax: (603) 2070 1898

Importer:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST
Mo No: M1400064
Cust. PO#: PXTY20140126
Inv Ref: 14000537

6 February 2014

Deliver to:

KERRY LOGISTIC (MALAYSIA) SDN.BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG

ATTN: Sandra Ong
TEL: +603-87871225

Final Destination:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST

NO	DESCRIPTION	QTY(PALLET)	MEASUREMENT PALLET/(CM) (L X W X H)	M3
1.	Scholastic Assorted Books	1	106X95X106	1.067
	TOTAL	1		1.067

- Total Weight: 205kgs
- Total Carton: 14 Cartons(1 Pallet)

FOB- MALAYSIA

Prepared by:

Mohd Afahmi
Warehouse Supervisor - Trade



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Grolier (Malaysia) Sdn Bhd is a subsidiary of Scholastic Inc, New York.

Grolier (M) Sdn Bhd
Lot 7.01, Plaza First Nationwide
161 Jalan Tun H S Lee
50000 Kuala Lumpur
Malaysia

Tel: (603) 2688 1688
Fax: (603) 2070 1898

Importer:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST
Mo No: M1400064
Cust. PO#: PXTY20140126
Inv Ref: 14000537

6 February 2014

Deliver to:

KERRY LOGISTIC (MALAYSIA) SDN.BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG

ATTN: Sandra Ong
TEL: +603-87871225

Final Destination:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST

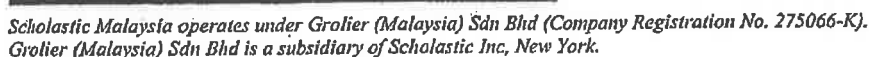
NO	DESCRIPTION	QTY(PALLET)	MEASUREMENT PALLET/(CM) (L X W X H)	M3
1.	Scholastic Assorted Books	1	106X95X106	1.067
	TOTAL	1		1.067

- Total Weight: 205kgs
- Total Carton: 14 Cartons(1 Pallet)

FOB- MALAYSIA

Prepared by:

Mohd Afahmi
Warehouse Supervisor - Trade



Tel: (603) 2688 1688
Fax: (603) 2070 1898

CNPIEC
ROOM 408, NO. 16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

Attn: QIU JING
TEL: 861 065066688

Deliver to:

KERRY LOGISTICS (MALAYSIA) SDN BHD
C/O CNPIEC
LOT B6 B-6, BLOCK B
KLIA, SEPANG SELANGOR
64000 MALAYSIA

Attn: SANDRA ONG
TEL: 603-8787 1225

CUSTOM INVOICE

REFERENCE NO.: ICI 0533
PO#: SR-CH-13-0019 & SR-OT-14-0024

10 February 2014

FOB – MY



Scholastic Malaysia operates under Grolier (Malaysia) Sdn Bhd (Company Registration No. 275066-K).
Grolier (Malaysia) Sdn Bhd is a subsidiary of Scholastic Inc, New York.

Grolier (M) Sdn Bhd
Lot 7.01, Plaza First Nationwide
161 Jalan Tun HS Lee
50000 Kuala Lumpur
Malaysia

Tel: (603) 2688 1688
Fax: (603) 2070 1898

Importer:

CNPIEC
ROOM 408, NO 16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

Attn: QIU JING
TEL: 861 065066688

Deliver to:

KERRY LOGISTICS (MALAYSIA) SDN BHD
C/O CNPIEC
LOT B6 B-6, BLOCK B
KLIA, SEPANG SELANGOR
64000 MALAYSIA

Attn: SANDRA ONG
TEL: 603-8787 1225

PACKING LIST

REFERENCE NO.: PL 0474
Cust. PO#: SR-CH-13-0019 & SR-OT-14-0024

10 February 2014

No.	IPO/REF.	Commodity	QTY. (CD)	QTY (CARTONS)	DIMENSION	WEIGHT (with pallets)
1	SR-CH-13-0019 & SR-OT-14-0024	CD	32	1 Carton	39x30x13	2 KG
1 BOXES						2 kgs

Authorized Signature

Grolier (M) Sdn Bhd
(Co. No. 275066-K)
Level 7, Plaza First Nationwide
161, Jalan Tun H. S. Lee
50000 Kuala Lumpur
Malaysia

Scholastic Malaysia operates under Grolier (Malaysia) Sdn. Bhd. (Company No. 275066-K). Grolier (Malaysia) Sdn. Bhd. is a subsidiary of Scholastic International Inc., New York

Tel: 603 - 2688 1688
Fax: 603 - 2070 1898

Importer: CNPIEC
ROOM 408, NO 16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
CHINA
Tel: 861 - 065066681 Tel2:
UEN/Lisence:

Fax:

Deliver to: KERRY LOGISTICS (MALAYSIA) SDN BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG
SELANGOR

CUSTOM INVOICE

Date : 20/02/2014
Batch No : 20140220A
Job No : J1200453

Tel: 603-8787 1225 Tel2: 603-8787 1226 Fax: 603-8787 1230

<u>NO Invoice No</u>	<u>PO NO</u>	<u>Pack Titles</u>	<u>Qty</u>	<u>Price (USD)</u>
1. 14000576	PXTY20140103SCH	DORA THE EXPLORER PHONICS BOXSET #2	20	90.93
2. 14000576	PXTY20140103SCH	DORA THE EXPLORER PHONICS BOXSET #3	20	90.93
3. 14000576	PXTY20140103SCH	ROLY POLY: GOLDDLOCKS	6	23.08
4. 14000576	PXTY20140103SCH	ROLY POLY: JUNGLE	6	23.08
5. 14000576	PXTY20140103SCH	ROLY POLY: NUMBERS	6	23.08
6. 14000576	PXTY20140103SCH	ROLY POLY: NURSERY RHYMES	6	23.08
7. 14000576	PXTY20140103SCH	ROLY POLY: OCEAN	6	23.08
8. 14000576	PXTY20140103SCH	ROLY POLY: SPACE	10	38.47
			80	335.73

Total Ctn: _____



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Grolier (Malaysia) Sdn Bhd is a subsidiary of Scholastic Inc, New York.

Grolier (M) Sdn Bhd
Lot 7.01, Plaza First Nationwide
161 Jalan Tun HS Lee
50000 Kuala Lumpur
Malaysia

Tel: (603) 2688 1688
Fax: (603) 2070 1898

Importer:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST
Mo No: M1400111
Cust. PO#: PXTY20140103SCH
Inv. Ref: 14000576

20 February 2014

Deliver to:

KERRY LOGISTIC (MALAYSIA) SDN.BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG

ATTN: Sandra Ong
TEL: +603-87871225

Final Destination:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST

NO	DESCRIPTION	QTY(CARTON)	MEASUREMENT CARTON/(CM) (L X W X H)	M3
1.	Scholastic Assorted Books	5	44X30X26	0.170
	TOTAL	5		0.170

- Total Weight: 27kgs
- Total Carton: 5 Cartons

FOB- MALAYSIA

Prepared by:


Mohd Afahmi
Warehouse Supervisor - Trade



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Grolier (Malaysia) Sdn Bhd is a subsidiary of Scholastic Inc, New York.

Grolier (M) Sdn Bhd
Lot 7.01, Plaza First Nationwide
161 Jalan Tun H S Lee
50000 Kuala Lumpur
Malaysia

Tel: (603) 2688 1688
Fax: (603) 2070 1898

Importer:

CNPIECBJ-LIB
16, GONG TI EAST ROAD
CHAOYANG DISTRICT
100020 BEIJING, CHINA

ATTN: MS.YANG LAN
TEL:

PACKING LIST
Mo No:M1400103
Cust.PO#:ASC00058784
Inv Ref:14000569

17 February 2014

Deliver to:

KERRY LOGISTIC (MALAYSIA) SDN.BHD
C/O CNPIECBJ-LIB
LOT B6 B-6, BLOCK B
KLIA, SEPANG

ATTN: Sandra Ong
TEL: +603-87871225

Final Destination:

CNPIECBJ-LIB
16, GONG TI EAST ROAD
CHAOYANG DISTRICT
100020 BEIJING, CHINA

ATTN: MS.YANG LAN
TEL:

PACKING LIST

NO	DESCRIPTION	QTY(CARTON)	MEASUREMENT CARTON/(CM) (L X W X H)	M3
1.	Scholastic Assorted Books	1	39 X 31 X 13	0.015
	TOTAL	1		0.015

- Total Weight: 3 kgs
- Total Carton: 1 Carton

FOB -MALAYSIA

Prepared by:

Mohd Afahmi
Warehouse Supervisor - Trade

Grolier (M) Sdn Bhd
(Co. No. 275066-K)
Level 7, Plaza First Nationwide
161, Jalan Tun H. S. Lee
50800 Kuala Lumpur
Malaysia

Scholastic Malaysia operates under Grolier (Malaysia) Sdn. Bhd. (Company No. 275066-K). Grolier (Malaysia) Sdn. Bhd. is a subsidiary of Scholastic International Inc., New York

Tel: 603 - 2688 1688
Fax: 603 - 2070 1898

Importer: CNPIECBJ-LIB
16, GONG TI EAST ROAD
CHAOYANG DISTRICT
BEIJING

Tel: Tel2: Fax:

UEN/Lisence:

Deliver to: KERRY LOGISTICS (MALAYSIA) SDN BHD
C/O CNPIECBJ-LIB
LOT B6 B-6, BLOCK B
KLIA, SEPANG

CUSTOM INVOICE

Date : 18/02/2014
Batch No : 20140218
Job No : J1200445

Tel: 03-87871225 Tel2: Fax: 03-87871230

NO Invoice No	PO NO	Pack Titles	Qty	Price (USD)
1. 14000569	ASC00058784	GERONIMO COOKBOOK (PBK)	1	3.20
2. 14000569	ASC00058784	GS GRAPHIX #10: SAVES OLYMPICS	1	3.20
3. 14000569	ASC00058784	GS MINI MYSTERY #1: THE SUPER SCAM	1	2.00
4. 14000569	ASC00058784	GS MINI MYSTERY #2: THE LAKE MONSTER	1	2.00
5. 14000569	ASC00058784	GS MINI MYSTERY #3: THE MOUSE HOAX	1	2.00
6. 14000569	ASC00058784	GSG #03: THE COLISEUM CON	1	3.20
7. 14000569	ASC00058784	GSG #11: WE'LL ALWAYS HAVE PARIS	1	3.20
8. 14000569	ASC00058784	GSG #12: THE FIRST SAMURAI	1	3.20
9. 14000569	ASC00058784	GSG#01: THE DISCOVERY OF AMERICA	1	3.20
10. 14000569	ASC00058784	GSG#02: THE SECRET OF THE SPHINX	1	3.20
11. 14000569	ASC00058784	GSG#04: FOLLOWING THE TRAIL OF MARCO POLO	1	3.20
12. 14000569	ASC00058784	GSG#05: THE GREAT ICE AGE	1	3.20
13. 14000569	ASC00058784	GSG#06: WHO STOLE THE MONA LISA	1	3.20
14. 14000569	ASC00058784	GSG#07: DINOSAURS IN ACTION	1	3.20
15. 14000569	ASC00058784	GSG#08: PLAY IT AGAIN, MOZART!	1	3.20
16. 14000569	ASC00058784	GSG#09: THE WEIRD BOOK MACHINE	1	3.20
17. 14000569	ASC00058784	GSTG #1: SECRET OF WHALE ISLAND	1	3.20
			17	50.80

Total Ctn: _____



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Grolier (Malaysia) Sdn Bhd is a subsidiary of Scholastic Inc, New York.

Grolier (M) Sdn Bhd
Lot 7.01, Plaza First Nationwide
161 Jalan Tun H S Lee
50000 Kuala Lumpur
Malaysia

Tel: (603) 2688 1688
Fax: (603) 2070 1898

Importer:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST
Mo No: B1400116
Cust. PO#: PXTY20140103SCH
Inv Ref: 14000582

21 February 2014

Deliver to:

KERRY LOGISTIC (MALAYSIA) SDN.BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG

ATTN: Sandra Ong
TEL: +603-87871225

Final Destination:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST

NO	DESCRIPTION	QTY(PALLET)	MEASUREMENT PALLET/(CM) (L X W X H)	M3
1.	Scholastic Assorted Books	1	106X96X145	1.475
2.	Scholastic Assorted Books	1	106X96X119	1.210
	TOTAL	2		2.685

- Total Weight: 580kgs
- Total Carton: 63 Cartons(2 Pallets)

FOB MALAYSIA

Prepared by:

Mohd Afahmi
Warehouse Supervisor - Trade

Scholastic Malaysia
Lot 7.01, Plaza First Nationwide
161 Jalan Tun H.S Lee
50000 Kuala Lumpur, Malaysia

Tel: (603) 2688 1688
Fax: (603) 2070 1898

Importer:

CNPIEC
ROOM 408, NO 16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA
Tel: 861-065066688
ATTN: QIU JING

CUSTOM INVOICE

MO NO: B1400116
JOB NO: J1200459
INVOICE NO: 14000582

21 February 2014

Deliver to:

KERRY LOGISTICS (MALAYSIA) SDN BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG
SELANGOR
Tel: 603-87871225
Attn: SANDRA ONG

No.	Title	Qty	Total Cost (USD)
1	THE MAGIC SCHOOL BUS 25TH ANNIVERSARY BOX SET	500	5,948.25
Total CIF		500	5,948.25

Authorized Signature



MOHD AFAHMI
WAREHOUSE SUPERVISOR



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Grolier (M) Sdn Bhd
Lot 7.01, Plaza First Nationwide
161 Jalan Tun H S Lee
50000 Kuala Lumpur
Malaysia

Tel: (603) 2688 1688
Fax: (603) 2070 1898

Importer: _____

CNPIEC
ROOM 408, NO 16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

Attn: QJU JING
TEL: 861 065066688

Deliver to:

KERRY LOGISTICS (MALAYSIA) SDN BHD
C/O CNPIEC
LOT B6 B-6, BLOCK B
KLIA, SEPANG SELANGOR
64000 MALAYSIA

Attn: SANDRA ONG
TEL: 603-8787 1225

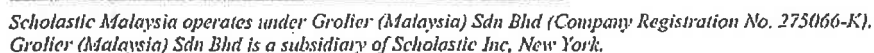
PACKING LIST

REFERENCE NO.: PL 0474
Cust. PO#: SR-CH-13-0019 & SR-OT-14-0024

10 February 2014

No.	IPO/REF.	Commodity	QTY. (CD)	QTY (CARTONS)	DIMENSION	WEIGHT (with pallets)
1	SR-CH-13-0019 & SR-OT-14-0024	CD	32	1 Carton	39x30x13	2 KG
1 BOXES						2 kgs

Authorized Signature



Tel: (603) 2688 1688
Fax: (603) 2070 1898

Attn: SANDRA ONG
TEL: 603-8787 1225

CUSTOM INVOICE

REFERENCE NO.: ICI 0533

PO#: SR-CH-13-0019 & SR-OT-14-0024

10 February 2014

No.	ISBN	Title	QTY	Unit Price (USD)	Total Amount (USD)
1	9780545470681	EVERYDAY BOOK BOX: BLUE COMMONWEALTH AUDIO CD (4PCS)	2sets	3.30	6.60
2	9780545470629	EVERYDAY BOOK BOX: RED COMMONWEALTH AUDIO CD (2PCS)	30 sets	3.30	99.00
		Total	32sets		105.60

FOB - MY



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Grolier (M) Sdn Bhd
Lot 7.01, Plaza First Nationwide
161 Jalan Tun HS Lee
50000 Kuala Lumpur
Malaysia

Tel: (603) 2688 1688
Fax: (603) 2070 1898

Importer:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

Deliver to:

KERRY LOGISTIC (MALAYSIA) SDN.BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG

ATTN: Sandra Ong
TEL: +603-87871225

Final Destination:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST

NO	DESCRIPTION	QTY(CARTON)	MEASUREMENT CARTON/(CM) (L X W X H)	M3
1.	Scholastic Assorted Books	5	44X30X26	0.170
	TOTAL	5		0.170

- Total Weight: 27kgs
- Total Carton: 5 Cartons

FOB- MALAYSIA

Prepared by:

Mohd Afahmi
Warehouse Supervisor - Trade

PACKING LIST
Mo No:M1400111
Cust.PO#:PXTY20140103SCH
Inv Ref:14000576

20 February 2014

Grolier (M) Sdn Bhd
(Co. No. 275066-K)
Level 7, Plaza First Nationwide
161, Jalan Tun H. S. Lee
50000 Kuala Lumpur
Malaysia

Scholastic Malaysia operates under Grolier (Malaysia) Sdn. Bhd. (Company No. 275066-K). Grolier (Malaysia) Sdn. Bhd. is a subsidiary of Scholastic International Inc., New York

Tel: 603 - 2688 1688
Fax: 603 - 2070 1898

Importer: CNPIEC
ROOM 408, NO 16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
CHINA
Tel: 861 - 06506668; Tel2: Fax:
UEN/Lisence:

Deliver to: KERRY LOGISTICS (MALAYSIA) SDN BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG
SELANGOR

CUSTOM INVOICE

Date : 20/02/2014
Batch No : 20140220A
Job No : J1200453

Tel: 603-8787 1225 Tel2: 603-8787 1226 Fax: 603-8787 1230

<u>NO Invoice No</u>	<u>PO NO</u>	<u>Pack Titles</u>	<u>Qty</u>	<u>Price (USD)</u>
1. 14000576	PXTY20140103SCH	DORA THE EXPLORER PHONICS BOXSET #2	20	90.93
2. 14000576	PXTY20140103SCH	DORA THE EXPLORER PHONICS BOXSET #3	20	90.93
3. 14000576	PXTY20140103SCH	ROLY POLY: GOLDDILOCKS	6	23.08
4. 14000576	PXTY20140103SCH	ROLY POLY: JUNGLE	6	23.08
5. 14000576	PXTY20140103SCH	ROLY POLY: NUMBERS	6	23.08
6. 14000576	PXTY20140103SCH	ROLY POLY: NURSERY RHYMES	6	23.08
7. 14000576	PXTY20140103SCH	ROLY POLY: OCEAN	6	23.08
8. 14000576	PXTY20140103SCH	ROLY POLY: SPACE	10	38.47
			80	335.73

Total Ctn: _____



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Grolier (Malaysia) Sdn Bhd is a subsidiary of Scholastic Inc, New York.

Grolier (M) Sdn Bhd
Lot 7.01, Plaza First Nationwide
161 Jalan Tim H S Lee
50000 Kuala Lumpur
Malaysia

Tel: (603) 2688 1688
Fax: (603) 2070 1898

Importer:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST
Mo No: M1400064
Cust. PO#: PXTY20140126
Inv Ref: 14000537

6 February 2014

Deliver to:

KERRY LOGISTIC (MALAYSIA) SDN.BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG

ATTN: Sandra Ong
TEL: +603-87871225

Final Destination:

CNPIEC
ROOM 408, NO16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
100020 CHINA, CHINA

ATTN: Qiu Jing
TEL: 861-065066688

PACKING LIST

NO	DESCRIPTION	QTY(PALLET)	MEASUREMENT PALLET/(CM) (L X W X H)	M3
1.	Scholastic Assorted Books	1	106X95X106	1.067
	TOTAL	1		1.067

- Total Weight: 205kgs
- Total Carton: 14 Cartons(1 Pallet)

FOB- MALAYSIA

Prepared by:

Mohd Afahmi
Warehouse Supervisor - Trade

Grolier (M) Sdn Bhd
(Co. No. 275066-K)
Level 7, Plaza First Nationwide
161, Jalan Tun H. S. Lee
50000 Kuala Lumpur
Malaysia

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Tel: 603 - 2688 1688
Fax: 603 - 2070 1898

Importer: CNPIEC
ROOM 408, NO 16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
CHINA
Tel: 861 - 065066681 Tel2: Fax:
UEN/Lisence:

Deliver to: KERRY LOGISTICS (MALAYSIA) SDN BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG
SELANGOR

CUSTOM INVOICE

Date : 06/02/2014
Batch No : 20140206A
Job No : J1200418

Tel: 603-8787 1225 Tel2: 603-8787 1226 Fax: 603-8787 1230

<u>NO Invoice No</u>	<u>PO NO</u>	<u>Pack Titles</u>	<u>Qty</u>	<u>Price (USD)</u>
1. 14000537	PXTY20140126	EVERYDAY BOOK BOX: BLUE COMMONWEALTH	2	94.47
2. 14000537	PXTY20140126	EVERYDAY BOOK BOX: RED COMMONWEALTH	30	1,416.98
3. 14000537	PXTY20140126	MSB CLASSIC BOXED SET	100	1,539.65
			132	3,051.10

Total Ctn: _____

Grolier (M) Sdn Bhd
(Co. No. 275066-K)
Level 7, Plaza First Nationwide
161, Jalan Tun H. S. Lee
50000 Kuala Lumpur
Malaysia

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Tel: 603 - 2688 1688
Fax: 603 - 2070 1898

DELIVERY ORDER SUMMARY

KERRY LOGISTICS (MALAYSIA) SDN BHD
C/O CNPIECBJ-LIB
LOT B6 B-6, BLOCK B
KLIA, SEPANG

Date : 18/02/2014
DO No : D14000311

Tel: 03-87871225 Tel2:

Fax: 03-87871230

Attn : SANDRA ONG

Credit Term : 120 Days

Mo	InvoiceNo	Po No	Description	ISBN 13	Qty
M1400103	14000569	ASC00058784	1. GERONIMO COOKBOOK (PBK)	9789839604450	1
			2. GS GRAPHIX #10: SAVES OLYMPICS	9781597073745	1
			3. GS MINI MYSTERY #1: THE SUPER SCAM	9780545560160	1
			4. GS MINI MYSTERY #2: THE LAKE MONSTER	9780545560191	1
			5. GS MINI MYSTERY #3: THE MOUSE HOAX	9780545560214	1
			6. GSG #03: THE COLISEUM CON	9781597071918	1
			7. GSG #11: WE'LL ALWAYS HAVE PARIS	9781597073486	1
			8. GSG #12: THE FIRST SAMURAI	9781597074346	1
			9. GSG#01: THE DISCOVERY OF AMERICA	9781597071895	1
			10. GSG#02: THE SECRET OF THE SPHINX	9781597071901	1
			11. GSG#04: FOLLOWING THE TRAIL OF MARCO POLO	9781597072052	1
			12. GSG#05: THE GREAT ICE AGE	9781597072014	1
			13. GSG#06: WHO STOLE THE MONA LISA	9781597072229	1
			14. GSG#07: DINOSAURS IN ACTION	9781597072380	1
			15. GSG#08: PLAY IT AGAIN, MOZART	9781597072779	1
			16. GSG#09: THE WEIRD BOOK MACHINE	9781597072960	1
			17. GSTG #1: SECRET OF WHALE ISLAND	9781597074353	1

Total Cartón: 1

Total qty: 17

PLEASE CHECK INVOICES ENCLOSED IN PACKED BOX WITH INVOICES ENCLOSED LABELS
ALL DELIVERY SHORTAGES MUST BE CLAIMED WITHIN 14 DAYS OF RECEIPT DATE

RECEIVED THE ABOVE GOODS IN GOOD ORDER CONDITION

Received By:

Name:

Date:

MASKARGO *malaysia* airlines



ULD NO:

AWB NO: 232-12009141

TOTAL GROSS WEIGHT [Kgr]: 2472

TOTAL TARE WEIGHT [Kgr]: 222

TOTAL NET WEIGHT [Kgr]: 2250

TOTAL VOLUME [m3]: 8.351

TOTAL VOLUME WEIGHT [Kgr]: 1391.905

TOTAL NO. OF PIECES: 13

CHECK IN BY B61135563

DATE AND TIME 07-Mar-2014 17:22

Cargo Manifest - Air Export

Origin Agent : KERRY LOGISTICS (MALAYSIA) SDN BHD - KUALA LUMPUR
 LOT 844, 1ST FLOOR JLN SUBANG 7
 TMN PERINDUSTRIAN SUBANG,
 47500 SUBANG JAYA, SELANGOR D.E.
 TEL: 60-3-80238266 FAX: 60-3-80238277

Destination Agent : KERRY EAS LOGISTICS LIMITED
 NO.21 XIAOYUN ROAD, CHAOYANG DISTRICT,
 BEIJING 100027 CHINA
 ATTN: MR DAVID ZHANG
 TEL: 8610-84546956 FAX: 8610-64647246

Carrier	: Malaysia Airline System Berhad	Flight No/ Date	: MH370/8 Mar,2014	Consol Ref. No.	: KUL-AA14030104		
Departure	: KUL	Destination	: PEK	Master AWB No.	: 232-12009141		
Job Reference/ House AWB No.	Shipper	Consignee	Destination	Places	Commodity	Gross Weight	Chargeable Freight License No.
AKULA0000643	GROLIER (MALAYSIA) SDN BHD 7TH FLOOR, PLAZA FIRST NATIONWIDE, 161, JALAN TUN H S LEE, 50000 KUALA LUMPUR. TEL: 03-2688 2888 FAX:03-2070 5708	CNPIEC 16 GONGTI EAST ROAD, BEIJING 100020, CHINA BEIJING MR. DU XIAOJIE T-88 10 6506 6588-8412	PEK	13	General Cargo SCHOLASTIC ASSORTED BOOKS	2,250.0 KGS	2,250.0KGS CC
Total No. of HAWBS: 1			Total No. of Pieces:		13	Total Weights: 2,250.0 KGS 2,250.0KGS	

Grolier (M) Sdn Bhd
(Co. No. 275066-K)
Level 7, Plaza First Nationwide
161, Jalan Tun H. S. Lee
50000 Kuala Lumpur
Malaysia

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Tel: 603 - 2688 1688
Fax: 603 - 2070 1898

Importer: CNPIEC
ROOM 408, NO 16 GONG TI EAST ROAD,
CHAO YANG DISTRICT, BEIJING
CHINA

Tel: 861 - 065066681 Tel2:

Fax:

UEN/Lisence:

Deliver to: KERRY LOGISTICS (MALAYSIA) SDN BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG
SELANGOR

CUSTOM INVOICE

Date : 06/02/2014
Batch No : 20140206A
Job No : J1200418

Tel: 603-8787 1225 Tel2: 603-8787 1226 Fax: 603-8787 1230

<u>NO Invoice No</u>	<u>PO NO</u>	<u>Pack Titles</u>	<u>Qty</u>	<u>Price (USD)</u>
1. 14000537	PXTY20140126	EVERYDAY BOOK BOX: BLUE COMMONWEALTH	2	94.47
2. 14000537	PXTY20140126	EVERYDAY BOOK BOX: RED COMMONWEALTH	30	1,416.98
3. 14000537	PXTY20140126	MSB CLASSIC BOXED SET	100	1,539.65
			132	3,051.10

Total Ctn: _____

Grolier (M) Sdn Bhd
(Co. No. 275066-K)
Level 7, Plaza First Nationwide
161, Jalan Tun H. S. Lee
50000 Kuala Lumpur
Malaysia

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Tel: 603 - 2688 1688
Fax: 603 - 2070 1898

DELIVERY ORDER SUMMARY

KERRY LOGISTICS (MALAYSIA) SDN BHD
LOT B6 B-6, BLOCK B
KLIA, SEPANG
SELANGOR

Date : 20/02/2014
DO No : D14000317

Tel: 603-8787 1225 Tel2: 603-8787 1226 Fax: 603-8787 1230

Attn : SANDRA ONG

Credit Term : Days

Mo	InvoiceNo	Po No	Description	ISBN 13	Qty
M1400111	14000576	PXTY20140103SCH	1. DORA THE EXPLORER PHONICS BOXSET #2	9780439779180	20
			2. DORA THE EXPLORER PHONICS BOXSET #3	9780439872027	20
			3. ROLY POLY: GOLDBLOCKS	9789810745219	6
			4. ROLY POLY: JUNGLE	9789810745271	6
			5. ROLY POLY: NUMBERS	9789810745257	6
			6. ROLY POLY: NURSERY RHYMES	9789810745264	6
			7. ROLY POLY: OCEAN	9789810745288	6
			8. ROLY POLY: SPACE	9789810745295	10

Total Carton: 5

Total qty: 80

PLEASE CHECK INVOICES ENCLOSED IN PACKED BOX WITH INVOICES ENCLOSED LABELS
ALL DELIVERY SHORTAGES MUST BE CLAIMED WITHIN 14 DAYS OF RECEIPT DATE

RECEIVED THE ABOVE GOODS IN GOOD ORDER .CONDITION

Received By:

Name:

Date:

232 KUL 1187 3632

1.2.5
232 1187 3632

Shipper's Name and Address MALAYSIAN EXPRESS WORLDWIDE SDN BHD NO 3 USJ16 2F 47630 UEP SUBANG JAYA SELANGOR DARUL EHSAN TE0380247875 FX0380247870 MS.ANUM		Shipper's Account Number		Air Waybill Issued by		MALAYSIAN AIRLINE SYSTEM BERHAD 3RD FLR. ADMIN BLDG 1 MAS COMPLE SAAS AIRPORT, 47200 SUBANG, MY	
Consignee's Name and Address UPS PARCEL DELIVERY (GUANGDONG) CO. BEIJING BRANCH NO.3 ZAOYING RD. MAIZIDIAN CHAOYANG DISTRICT BEIJING 100125 CHINA TEL: 85934088		Consignee's Account Number		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity.			
Issuing Carrier's Agent Name and City MALAYSIAN EXPRESS WORLDWIDE SDN BHD KUL		Accounting Information/Also Notify FREIGHT PREPAID EXPRESS HANDLING UNIT (EHU)		It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD OR ANY OTHER CARRIER UNLESS SPECIFIC CONTRARY INSTRUCTIONS ARE GIVEN HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying a supplemental charge if required.			
Agent's IATA Code 2037091		Account No. 08000000		Reference Number		Optional Shipping Information	
Airport of Departure (Addr. of first Carrier) and requested Routing KUALA LUMPUR		Currency MYR		Declared Value for Carriage NVD		Declared Value for Customs NCV	
To	By First Carrier	Routing and Destination	to	by	to	by	Other
PEK	MH370	08MAR					PP
Airport of Destination BEIJING		Requested Flight/Date MH370/08		Amount of Insurance XXX		INSURANCE - If Carrier offers insurance, and such insurance is requested in accordance with the conditions thereof, indicate amount to be insured in figures in box marked 'Amount of Insurance'.	
HANDLING INFORMATION EXP. PLS NOTIFY CNEE UPON ARRIVALS							
SCI							
(For USA only) These commodities, technology or software were exported from the United States in accordance with the Export Administration Regulations. Diversion contrary to USA law prohibited.							
No. of Pieces ROP	Gross Weight	Rate Class	Chargeable Weight	Rate	Charge	Total	Nature and Quantity of Goods (incl. Dimensions or Volume)
02	6.0		6.0	13.66		81.96	COURIER MATERIALS
Prepaid		Weight Charge		Collect		Other Charges	
81.96						TC : 25.00	
Valuation Charge						FSC : 6.00	
Tax						SSC : 2.28	
Total other Charges Due Agent						Shipper certifies that the particulars on the face hereof are correct and that IN SO FAR AS ANY PART OF THE CONSIGNMENT CONTAINS DANGEROUS GOODS, SUCH PART IS PROPERLY DESCRIBED BY NAME AND IS IN PROPER CONDITION FOR CARRIAGE BY AIR ACCORDING TO THE APPLICABLE DANGEROUS GOODS REGULATIONS.	
27.40						MALAYSIA EXPRESS WORLDWIDE SDN BHD	
Total other Charges Due Carrier						Signature of Shipper or his Agent	
8.28						28 FEB 14 KUALA LUMPUR ANUM	
Total prepaid		Total collect				Executed on (Date) at (Place) Signature of Issuing Carrier or its Agent.	
117.64						232 1187 3632	
Currency Conversion Rates		cc charges in Dest. Currency				For Carriers Use only at Destination	
						Charges at Destination	
						Total collect Charges	

ORIGINAL 3 (FOR SHIPPER)

- MEW -

PackageID: 1ZV2193E0457829832 ShipmentID:

UPS COPY

EDI-DOC

SHIPPER		EXPRESS SAVER 1P		UPS WAYBILL/TRACKING NUMBER	
UPS Account Number: V2193E				1ZV2193E0457829832	
Tax ID/VAT No.:				UPS SHIPMENT ID	
Contact: -		SHIPMENT INFORMATION		V2193EKQ3RJ	
ABX EXPRESS (M) SDN BHD		Pkgs	Lg. Pkgs.	Act Wt	Dim Wt
Phone: +603 77116688		1	0	0.5	0.0
LOT 8, BATU 10		ENV		Kg	
FEDERAL HIGHWAY		<input checked="" type="checkbox"/> DOCUMENTS ONLY			
SG WAY		Description of Goods:			
47300		DOCUMENTS			
PETALING JAYA SEL		Declared Value for Carriage:			
MALAYSIA					
MY		PAYMENT OF CHARGES			
		<input checked="" type="checkbox"/> PRE			
		<input checked="" type="checkbox"/> Bill All Charges to Shipper V2193E			
		Additional Handling:			
		Residential: No			
		Reference 1: 8005601424			
		Reference 2: POPULAR BOOK-KUL			
		Carrier Use			
		Received For UPS By		Date	Time
		No. of packages for which the Additional Handling charge applies.			
		Amount Received		() Cheque	() Cash
		Other Information			
SHIP TO					
UPS Account Number:					
Tax ID/VAT No.:					
Contact: MS CHONG CHIEW LEE					
CHINA NATIONAL PUBLICATIONS IMPORT					
Phone: -					
504 ANHUALI BLK A ROOM 106					
100011					
BEIJING					
CHINA, PEOPLE'S REPUBLIC OF					
CN					

Fold Here and Place in Pouch

Tracking Numbers for additional packages in the shipment.



1:

Collection Date: 06/MAR/2014

UPS WorldShip 16.0.20 NP LaserJet P2035

1 SHIPPER'S UPS ACCOUNT NO. SHIPPER'S IDENTIFICATION NO. FOR CUSTOMS PURPOSES (N.A.T. NO., ETC.) 70334E		SHIPPER'S IDENTIFICATION NO. H936 7150 184	
SHIPPER'S NAME AND ADDRESS RIZWAN KAMAYA ELECTRIC (M) SDN BHD NO.2 JALAN KLEBANG 1/5 ZON PERINDUSTRIAN BEBAS KINTA JALAN KUALA KANGSAR CHEMOR PERAK 34200 COUNTRY MALAYSIA		SHIPPER'S RECEIPT (TRACKING NO.) W463-9477-722	
TELEPHONE NO. 05-2915522		UPS WORLDWIDE SERVICES WATERILL (non-negotiable)	
2 RECEIVER'S UPS ACCOUNT NO. RECEIVER'S NAME AND ADDRESS VINCENT WANG RF MICRO DEVICES-BEIJING CUSTOM REGISTRATION 113240064 NO 10.6TH BO#XING ROAD ECONOMIC & TECH DEV ZONE BEIJING 100176 COUNTRY CHINA		RECEIVER'S RECEIPT (TRACKING NO.) 8610167879977#	
3 BILL SHIPPING CHARGES TO: SHIPPER (S) <input type="checkbox"/> RECEIVER (R) <input checked="" type="checkbox"/> CREDIT CARD <input type="checkbox"/> CHECK <input type="checkbox"/> THIRD PARTY COMPANY NAME <input type="checkbox"/> THIRD PARTY CREDIT CARD NO. <input type="checkbox"/>		4 COUNTRY OF ORIGIN (MANUFACTURE) OF GOODS MALAYSIA	
5 SHIPMENT INFORMATION EXPRESS PLUS EXPRESS SAVER EXPEDITED		6 COUNTRY OF ORIGIN (MANUFACTURE) OF GOODS MALAYSIA	
7 DIMENSIONS 1* 1 1P 20X30X10CM X 10CM		8 SHIPPING CHARGES SHIPPER RECEIPT (TRACKING NO.) W463-9477-802 SHIPPER RECEIPT (TRACKING NO.) W463-9477-795 SHIPPER RECEIPT (TRACKING NO.) W463-9477-786 SHIPPER RECEIPT (TRACKING NO.) W463-9477-777 SHIPPER RECEIPT (TRACKING NO.) W463-9477-768 SHIPPER RECEIPT (TRACKING NO.) W463-9477-759	
9 FIXED SHIP-RESISTORS 150 158-25 ANCHOR MINI-14-0004S		10 SPECIAL OFFER CODE WATERILL	
11 BILL DUTIES AND TAXES TO (DUTABLE SHIPMENTS ONLY): SHIPPER (S) <input type="checkbox"/> RECEIVER (R) <input checked="" type="checkbox"/> THIRD PARTY COMPANY NAME <input type="checkbox"/> THIRD PARTY CREDIT CARD NO. <input type="checkbox"/>		12 RECEIVED BY DATE 03/11/2000	

KAMAYA ELECTRIC (M) SDN BHD.

TEL : 05 2915522
FAX : 05 2912600

No 2 Jalan Klebang 1/5,
Kawasan Perindustrian Bebas Kinta,
31200 Chemor Perak,
Malaysia.

INVOICE & PACKING LIST

Invoice No: MNL-14-00043

7-Mar-14
Shipping Marks & No

Sold To: KAMAYA INC.CO
Messrs: DIRECT SHIPMENT TO:
RF MICRO DEVICES-BEIJING
CUSTOM REGISTRATION 1113240064
NO. 10, 3TH BO# XINGROAD
ECONOMIC & TECH DEV ZONE
BEIJING 100176 CHINA

Contact: Vincent Wang
Ph. Tel: +86(10)6787 9977 Ext: 6435

Kamaya Electric (M) Sdn Bhd (217941-T)
No. 2, Jalan Klebang 1/5 Kawasan
Perindustrian Bebas Kinta 31200,
Chemor Perak, Malaysia.
Tel: 05-2915522 Fax: 05-2915616

Shipped In Good Order And From: MALAYSIA
Condition Per: UPS

To: BEIJING
Sailing on or about 07-Mar-2014

Remarks:
REF PO#809398 ON FACTORY PAPERWORK
REF PO#817585 ON FACTORY PAPERWORK
REF PO#819254 ON FACTORY PAPERWORK
REF PO#820005 ON FACTORY PAPERWORK

Payment:
No Commercial Value, Value For Custom Purposes Only

CTN NO.	DESCRIPTION OF GOODS	QUANTITY	UNIT PRICE	AMOUNT	NET WEIGHT	GROSS WEIGHT
---------	----------------------	----------	------------	--------	------------	--------------

HS CODE: 8533 29 000
FIXED CHIP RESISTOR (TAPE) RESISTOR

Unit price is in US dollar per 1,000 p Kgs Kgs

CTN NO.	PO NO.	PART NO.	QTY	UNIT PRICE	USD	25.60	0.0238	0.6007
30399	641852-70	21604	40,000 Pcs	0.64	USD	12.80	0.0119	0.4004
30400	642260-60	21604	20,000 Pcs	0.64	USD	9.60	0.0021	0.3406
30401	642260-40	21480	15,000 Pcs	0.64	USD	28.80	0.0064	0.6217
30402	642259-10	21489	45,000 Pcs	0.64	USD	19.20	0.0043	0.4811
30403	641852-10	21506	30,000 Pcs	0.64	USD	20.40	0.0043	0.4811
30404	641852-30	266700	30,000 Pcs	0.68	USD	10.20	0.0021	0.3406
30405	642260-20	266700	15,000 Pcs	0.68	USD	10.20	0.0021	0.3406
30406	641852-40	266769	15,000 Pcs	0.68	USD	10.20	0.0021	0.3406
30407	642260-30	270082	15,000 Pcs	0.75	USD	11.25	0.0021	0.3406
31615	809398-20	21492	15,000 Pcs					

Total : 10 Cartons 240,000 Pcs USD 158.25 0.061 4.288

KAMAYA ELECTRIC (M) SDN BHD

COMPUTER GENERATED SIGNATURE NOT REQUIRED

AUTHORISED SIGNATORY

KAMAYA ELECTRIC (M) SDN BHD

No 2 Jalan Klebang 1/5,
Kawasan Perindustrian Bebas Kinta,
31200 Chemor Perak,
Malaysia.

TEL : 05 2915522
FAX : 05 2912600

DELIVERY ORDER

ORIGINAL

D/O NO. : MNL-14-00043

DELIVERY TO : RF MICRO DEVICES-BEIJING
CUSTOM REGISTRATION 1113240064
NO. 10, 5TH BO# XING ROAD
ECONOMIC & TECH DEV ZONE
BEIJING 100176 CHINA
Contact: Vincent Wang
Ph: Tel: +86(10)6787 9977 Ext: 6435

ATTN:
TEL :

PACKING LIST

NON-WOODEN PACKING MATERIAL

HS CODE: 8533 29 000
FIXED CHIP RESISTOR (TAPE) RESISTOR

C/N No.	P/O No.	PARTS NO.	DESCRIPTIONS	QUANTITY	REMARKS
30399	641852-70	21604	RMCI/16S-8R2JTH	40,000	340227-027-07
30400	642260-60	21604	RMCI/16S-8R2JTH	20,000	340227-029-06
30401	642260-10	21480	RMCI/20-8R2JP/A15	15,000	340227-029-01
30402	642259-10	21489	RMCI/20-470JP/A15	45,000	340227-028-02
30403	641852-10	21506	RMCI/20-272JP/A15	30,000	340227-027-01
30404	641852-30	266700	RMCI/20-26 OFF/A15	30,000	340227-027-03
30405	642260-20	266700	RMCI/20-26 OFF/A15	15,000	340227-029-02
30406	641852-40	266769	RMCI/20-82 OFF/A15	15,000	340227-027-04
30407	642260-30	270082	RMCI/20-68 OFF/A15	15,000	340227-029-03
31615	809398-20	21492	RMCI/20-820JP/A15	15,000	340203-010-06
				240,000 PGS	

TOTAL : 10 Cartons
NET WEIGHT : 0.061 KGS
GROSS WEIGHT : 4.288 KGS

KAMAYA ELECTRIC (M) SDN BHD

COMPUTER GENERATED
SIGNATURE NOT REQUIRED

MANAGER, SHIPPING DEPT.
DATE & SIGN

FORWARDER

DATE & SIGN

CUSTOMER RECEIVING

DATE & SIGN

2.0



**MASKARGO
MALAYSIA AIRLINES
CARGO SDN BHD
EXPRESS HANDLING UNIT / EXPORT**

EHU/IP01/F02/01

SERVICE REPORT

FLIGHT NBR

: MM 370
08

DATE

: 07 MAR 2014

ROUTING

: KUL / PEK

STD TIME

:HRS

MANIFEST

: 01 PAGES

AIRWAYBILLS

: 01 COPIES

ULDF

: 1 COPIES

BOOKING LIST

: 1 COPIES

FLIGHT DISPO

: 1 COPIES

ACCEPTANCE CHECK SHEET

: 1 COPIES

TOTALSHPTWT

VUL

: 01

: 6

EHU

: 01

: 6

PRE ALERT TO FINAL DESTINATION



YES



NO

NO OF CONSIGNMENT MANIFEST

:

NO OF MISSING AIRWAYBILL (IF ANY)

:

ACTION TAKEN

TELEX SENT



YES



NO

OFFLOADING REPORT:

:

:

PREPARED BY : 5J

VERIFIED BY : BE

NAME : MOHD RAZI

NAME : NOOR ISMADI

STAFF NO : 108187-2

STAFF NO : 016721-8

DATE : 07 MAR 14

DATE : 07 MAR 14

I.C.A.O ANNEX9 APPENDIX 3

NO	MANIFEST	NBR 02	07MAR 1356Z 5J
RATOR		MH	MALAYSIA AIRLINES
S OF NATIONALITY		FLT/DATE MH 370 08MAR14	
1		KUL	

I J I N G

07

BULK

EXPRESS HANDLING

1187 3632 2 COURIER MATERIAL

EXP

6 KULPEK MEW

07

AL	PCS	2	KGS	6	1 SHPTS
----	-----	---	-----	---	---------

MEW

(476814-P)

CARGO SERVICE DIVISION
EXPORT SECTION
KLIA INTERNATIONAL AIRPORT
(SEPANG)ACCEPTANCE
RECEIPT

SERIAL A142491

The consignments as described below have been received in full and apparent good order and condition from the shipper / agent named in this document.

DATE 7/3

TIME OF RECEIPT

AIRWAYBILL NO. 232-1187363		
FINAL DESTINATION PEK		
NO OF PCS 2	WEIGHT/KG 6.1	DIMENSION/CM

TIME : 21.32
 DATE : 07.03.14
 CODE NO :
 GROSS WEIGHT : 5.6kg
 TARE WEIGHT : 0.0kg
 NET WEIGHT : 5.6kg

MASKARGO

SHIPPER / AGENT

MAS STAFF

NAME AND SIGNATURE

SIGNATURE AND SIGNATURE

DISTRIBUTION: ORIGINAL — SHIPPER
 COPY — EXPORT ACCEPTANCE
 COPY — FREIGHT REVENUE ACCOUNTANT

TIME : 21.32

MASKARGO

02	6.0	6.0	15.66	61.96
This cargo consignment was submitted to the Customs for examination under Chapter 11.11 of ICAO Doc 8460.				
Additional Security Information				

81.96	Weight Charge	Collect	Other Charges	80 + 25.00
	Valuation Charge			80 + 6.00
	Tax			80 + 2.28
81.96	Total other Charges Due Agent			
81.96	Total other Charges Due Carrier			
81.96	Total prepaid			
	Total collect			
	Currency Conversion Rates			
	cc charges in Dest. Currency			
	Charges at Destination			
	Total collect Charges			

Shipper certifies that the particulars on the face hereof are correct and that INSOFAR AS ANY PART OF THE CONSIGNMENT CONTAINS DANGEROUS GOODS, SUCH PART IS PROPERLY DESCRIBED BY NAME AND IS IN PROPER CONDITION FOR CARRIAGE BY AIR ACCORDING TO THE APPLICABLE DANGEROUS GOODS REGULATIONS.

MALAYSIA EXPRESS WORLDWIDE SDN BHD

26 FEB 14 KUALA LUMPUR

ANUM

Exempted on (Date)

Signature of Issuing Carrier or its Agent.

232 1187 3632

COPY 11 (EXTRA COPY)

[illegible]

DATE
AIRLINE
AIRLINE MASTER AIRWAYBILL
(MAWB)

7/3/14.
 MH: 370
 232 11873632

☐ After received from/by Regulated Agent (Security Freight Programme member), this cargo consignment was loaded onto a plane based on a security program in (country) after RA confirmed that security controls was carried out throughout.

☒ This cargo consignment was subjected to security controls throughout and loaded onto plane based on security program MALAYSIA after screening below: Ground handler carried out screening according to Chapter 13.6.5 of ICAO Doc 8973.

☐ This cargo consignment was subjected to exemption under chapter 13.6.10 of ICAO Doc 8973 which is _____ and chapter 13.6.11 of ICAO Doc 8973.

Additional Security Information

Checked by : FIRDIAUS BIN YAKUB
Title : Malaysian Express Worldwide
Staff Number: 3034
Signature : [Signature]

Malaysian Express Worldwide
10024 7070 / 02
10024 7070 / 02

All item found damaged or torn should be returned to the agent/shipper

S A S S I G N E D T O F L I G H T

08MAR 0106Z YI

370 08MAR 772 9M-MRO K U L UFL
 ST UFL: 2243 07MAR14 QF LAST UFL:

K	PCS	VOL	WGT IN KGS SYST	ACTL	DEVIATION KGS PERC
AKE 3372MH	1	6.9*	1148	1238	21 1.8
PER					
AKE 3497MH	1	6.8*	1128	1218	21 1.8
PER					
AKE 6442MH	1	4.0*	320	410	21 6.5
PPP KEY					
AKE 8535MH	1	6.8*	1138	1228	0.0
PER					
AKE 90207MH	1	4.0*	326	394	-18 -5.5
PPP KEY					
AKE 90348MH	67	2.8*	463	540	-9 -1.9
SSR					
AKE 90787MH	1	6.9*	1152	1242	4 0.3
PER					
AKE 5871MH	133	10.0*	1990	2110	0.0
SSR					
AKE 61433MH	18	8.6*	2282	2420	18 0.7
AL	224	56.8	9947	10800	58 0.5

L K L O A D	PCS	VOL	WGT IN KGS SYST	ACTL	DEVIATION KGS PERC
	2	0.0*	6	6	0.0

EXS CN-11873632 2P/6.KG SEND BY VAN THRU EHUMGO**

POM BULK OP OKG ***

KED BY.....

APRON CHECKED.....

E.....

NAME.....

ITION OF CARGO AT BAY

GOOD / TORN / DAMAGE / WET / LEAK

ERS

GULARITIES (AWB NBR).....

HER

GOOD / RAIN

AIN SPECIFY

TIME START..... / END

S P D D I S P L A Y

08MAR 0106Z YI

370 08MAR 772 9M-MRO K U L STD 0035 PWS-DL NONE

REF SPD 49 NW2013/1 22JUL13-BB

ACFT TYP:B777-200P/4LP/3LD-N-BLK

EMBARGO DGR CLASS 1/6/7 ARMS N BULLET/

BRD	P1	PV	CF	BW	BV	TW
KII	4		14	4082	600	51561

TAFF NO : 108187-2

STAFF NO : 016721-8

ATE : 07 MAR 14

DATE : 07 MAR 14

DISPO PPLND BY ROZA/6MAR/1041LT
DISPO FINALISED BY NORA/7MAR/1837HRS

CGO OFFER - 7CF 4P1 BW/BV 4082/600 TW-30315

1LP 11915326 KUL-PEK FRUIT *CANX*

J L - P E K

J W E R D E C K

1 1LP 10677085 PEN-PEK MOTO XMH6803/7MAR

2 LDD PMC5871MH

3 - BAL LOOSE -

4 1LP 12022382 KUL-PEK CNSL - PTM

5 12022404 KUL-PEK CNSL - PTM

6 79068102 PEN-YYZ CNSL XMH6803/7MAR

7 - BAL PLS TOP UP -

0 N T A I N E R L O A D

8 4LD3 12007693 KUL-PEK MANGOSTN - RLN *PER*

9 2LD3 10664905 PEN-PEK CNSL XMH6803/7MAR

10 LDD AKE90207MH

11 AKE6442MH

U L K

12 11873632 KUL-PEK COIR - MEW *EXP* -40KG

13 11873632 KUL-PEK COURIER - MEW *EXS* -40KG-

I W B - D I S P O

232 1200 9141 S LOOSE/VINCENT/A0

PARATION			STATUS	MA	SD	08MAR 0106Z YI	
08MAR	772	9MMRO	K U L	P	2035*	C 2035*	B 2035*
PMA/EXP							

187	3632	L 1 M 2	2	6	0.0	EXP	220
			2	6	0.0		

08232MH	1	0.0*	1130	1050	0.0	
08445MH	1	0.0*	1130	1050	0.0	
08445MH	1	0.0*	1130	1050	0.0	
08445MH	1	0.0*	1130	1050	0.0	
08445MH	1	0.0*	1130	1050	0.0	

08232MH 08445MH 08445MH 08445MH 08445MH

2.0



**MASKARGO
MALAYSIA AIRLINES
CARGO SDN BHD
EXPRESS HANDLING UNIT / EXPORT**

EHU/IP01/F02/01

SERVICE REPORT

FLIGHT NBR

: MM 370

DATE

: 08
: 07 MAR 2014

ROUTING

: KUL / PEK

STD TIME

: HRS

NIFEST

: 01 PAGES

AIRWAYBILLS

: 01 COPIES

ULDF

: 1 COPIES

BOOKING LIST

: 1 COPIES

FLIGHT DISPO

: 1 COPIES

ACCEPTANCE CHECK SHEET

: 1 COPIESTOTALSHPTWT

VUL

: 01: 6

EHU

:

:

PRE ALERT TO FINAL DESTINATION



YES



NO

NO OF CONSIGNMENT MANIFEST

:

NO OF MISSING AIRWAYBILL (IF ANY)

:

ACTION TAKEN

TELEX SENT



YES



NO

OFFLOADING REPORT:

:

:

PREPARED BY :

5J

VERIFIED BY :

BE

NAME

: MOHD RAZI

NAME

: NOOR ISMADI

STAFF NO

: 108187-2

STAFF NO

: 016721-8

DATE

: 07 MAR 14

DATE

: 07 MAR 14

I.C.A.O ANNEX9 APPENDIX 3

MANIFEST NBR 02 07MAR 1356Z 5J
ATOR MH MALAYSIA AIRLINES
S OF NATIONALITY FLT/DATE MH 370 08MAR14
1 KUL

I J I N G

07

BULK

EXPRESS HANDLING

1187 3632 2 COURIER MATERIAL

EXP

6 KULPEK MEW

07

AL PCS 2 KGS 6 1 SHPTS

MEW

(476814-P)

CARGO SERVICE DIVISION
EXPORT SECTION
KLIA INTERNATIONAL AIRPORT
(SEPANG)ACCEPTANCE
RECEIPT

SERIAL A 142491

The consignments as described below have been received in full and apparent good order and condition from the shipper / agent named in this document.

DATE 7/3

TIME OF RECEIPT

AIRWAYBILL NO. 232-1187362		
FINAL DESTINATION PEK M/H37		
NO OF PCS	WEIGHT/KG	DIMENSION/CM
2	6.1	

MASKARGO

TIME : 21.32
DATE : 07.03.14
CODE NO :
GROSS WEIGHT : 5.6kg
TARE WEIGHT : 0.0kg
NET WEIGHT : 5.6kg

SHIPPER / AGENT

MAS STAFF

NAME AND SIGNATURE

STAFF NO. AND SIGNATURE

DISTRIBUTION: ORIGINAL — SHIPPER
COPY — EXPORT ACCEPTANCE
COPY — FREIGHT REVENUE ACCOUNTANT

11405 3/93

MASKARGO

02	6.0	6.0	13.66
This cargo consignment was submitted to examination under Chapter 21.5.10 of ICAO Doc 5773 which is Chapter 21.5.11 of ICAO Doc 5773.			
Additional Security Information			
61.96			

81.96 paid	Weight Charge	Collect	Other Charges	20 : 25.00
Valuation Charge				PSC : 6.00
Tax				SSO : 2.28
Total other Charges Due Agent				
Total other Charges Due Carrier				
Total prepaid				
Total collect				
Currency Conversion Rates				
cc charges in Dest. Currency				
Charges at Destination				
For Carriers Use only at Destination				

Shipper certifies that the particulars on the face hereof are correct and that INsofar AS ANY PART OF THE CONSIGNMENT CONTAINS DANGEROUS GOODS, SUCH PART IS PROPERLY DESCRIBED BY NAME AND IS IN PROPER CONDITION FOR CARRIAGE BY AIR ACCORDING TO THE APPLICABLE DANGEROUS GOODS REGULATIONS.

MALAYSIA EXPRESS WORLDWIDE SDN BHD

Signature of Shipper or his Agent

26 FEB 14 KUALA LUMPUR

ANUM

Signature of Issuing Carrier or its Agent

232 1187 3632

COPY 11 (EXTRA COPY)

[illegible]

DATE
AIRLINE
AIRLINE MASTER AIRWAYBILL
(MAWB)

7/3/14.
 MH: 370
 232 1873632

☐ After received from/by Regulated Agent (Security Freight Programme member), this cargo consignment was loaded onto a plane based on a security program in (country) after RA confirmed that security controls was carried out throughout.

☒ This cargo consignment was subjected to security controls throughout and loaded onto plane based on security program [MALAYSIA] after screening below: Ground handler carried out screening according to Chapter 13.6.5 of ICAO Doc 8973.

☐ This cargo consignment was subjected to exemption under chapter 13.6.10 of ICAO Doc 8973 which is _____ and chapter 13.6.11 of ICAO Doc 8973.

Additional Security Information

Certify the following person confirms the above:

Checked by :
Title :
Staff Number:
Signature :

FIRDAUS BIN YAKUB
MALAYSIAN EXPRESS WORLDWIDE
3034
MALAYSIAN EXPRESS WORLDWIDE
1001 1020
ATOS SUBANG 4

MALAYSIAN EXPRESS HOLDINGS LTD 504 21 11
 (1981) 11/20
 47000 BUKIT MELAKA
 47000 BUKIT MELAKA
 47000 BUKIT MELAKA

370 08MAR 772
K P/EXP

STATUS MA
K U L P 2035

07MAR 1331Z 5R
C 2035 H 2035

4F01/01

1 I PER 1107 3632

10 40 1.3 EXP H

FAL

10 40 1.3

CONDITION OF CARGO

GOOD

1187 3632

2

2.

6

ACCEPTANCE BY :

NAME

STAFF NO

TIME

EXPRESS HANDLING UNIT
ARBAAN YALVA
161133

Note :

All item found damaged or torn should be returned to the agent/shipper

S A S S I G N E D T O F L I G H T

08MAR 0106Z YI

370 08MAR 772 9M-MRD K U L UFL
ST UFL: 2243 07MAR14 QF LAST UFL:

K	PCS	VOL	WGT IN KGS	DEVIATION
			SYST ACTL	KGS PERC
AKE 3372MH	1	6.9*	1148 1238	21 1.8
PER				
AKE 3497MH	1	6.8*	1128 1218	21 1.8
PER				
AKE 6442MH	1	4.0*	320 410	21 6.5
OPP KEY				
AKE 8535MH	1	6.8*	1138 1228	21 0.0
PER				
AKE 90207MH	1	4.0*	326 394	-18 -5.5
OPP KEY				
AKE 90348MH	67	2.8*	463 540	-9 -1.9
3SR				
AKE 90787MH	1	6.9*	1152 1242	4 0.3
PER				
PMC 5871MH	133	10.0*	1990 2110	0.0
3SR				
PMC 61433MH	18	8.6*	2282 2420	18 0.7
AL	224	56.8	9947 10800	58 0.5

L K L O A D	PCS	VOL	WGT IN KGS	DEVIATION
			SYST ACTL	KGS PERC
	2	0.0*	6 6	0.0

EXS CN-11873632 2P/6.KG SEND BY VAN THRU EHUMGO**

POM BULK OP OKG ***

CHECKED BY.....

APRON CHECKED.....

NAME.....

CONDITION OF CARGO AT BAY GOOD / TORN / DAMAGE / WET / LEAK

IRREGULARITIES (AWB NBR).....

OTHER GOOD / RAIN

MAIN SPECIFY TIME START..... / END

S P D D I S P L A Y

08MAR 0106Z YI

370 08MAR 772 9M-MRD K U L STD 0035 PWS-DL NONE

REF SPD 49 NW2013/1 22JUL13-BB

ACFT TYP:B777-200P/4LP/3LD N BLK

EMBARGO DGR CLASS 1/6/7 ARMS N BULLET/

BRD	P1	PV	CF	BW	BV	TW
KIII	4		14	4082	600	51561

STAFF NO : 108187-2

STAFF NO : 016721-8

DATE : 07 MAR 14

DATE : 07 MAR 14

DISPO PPLND BY ROZA/6MAR/1041LT
DISPO FINALISED BY NORA/7MAR/1837HRS

CGO OFFER - 7CF 4P1 BW/BV 4082/600 TW-30315

1LP 11915326 KUL-PEK FRUIT *CANX*

J L - P E K

J W E R D E C K

1 1LP 10677085 PEN-PEK MOTO XMH6803/7MAR

2 LDD PMC5871MH

3 - BAL LOOSE -

4 1LP 12022382 KUL-PEK CNSL - PTM

5 12022404 KUL-PEK CNSL - PTM

6 79068102 PEN-YYZ CNSL XMH6803/7MAR

7 - BAL PLS TOP UP -

8 O N T A I N E R L O A D

9 4LD3 12007693 KUL-PEK MANGOSTN - KLN *PER*

10 2LD3 10664905 PEN-PEK CNSL XMH6803/7MAR

11 LDD AKE90207MH

12 AKE6442MH

U - K

12 11873632 KUL-PEK COIR - MEW *EXP* -40KG

13 11873632 KUL-PEK COURIER - MEW *EXS* -40KG-

W B - D I S P O

232 1200 9141 S LOOSE/VINCENT/AO

PARATION STATUS MA SD 08MAR 0106Z YI
08MAR 772 9MMRO K U L P 2035* C 2035* B 2035*

1187	3632	L 1 M 2	2	6	0.0 EXP	220
			2	6	0.0	

08232MH	1132	1132	0.0
08450MH	250	410	0.0
0801AH	1132	1132	0.0
08215MH	1132	1132	0.0

08215MH 1132 1132 0.0
08215MH 1132 1132 0.0
08215MH 1132 1132 0.0
08215MH 1132 1132 0.0

2.0



**MASKARGO
MALAYSIA AIRLINES
CARGO SDN BHD
EXPRESS HANDLING UNIT / EXPORT**

EHU/IP01/F02/01

SERVICE REPORT

FLIGHT NBR

: MM 370

DATE

: 08
: 07 MAR 2014

ROUTING

: KUL / PEK

STD TIME

: HRS

MANIFEST

: 01 PAGES

AIRWAYBILLS

: 01 COPIES

ULDF

: 1 COPIES

BOOKING LIST

: 1 COPIES

FLIGHT DISPO

: 1 COPIES

ACCEPTANCE CHECK SHEET

: 1 COPIESTOTALSHPTWT

VUL

: 01: 6

EHU

:

:

PRE ALERT TO FINAL DESTINATION



YES



NO

NO OF CONSIGNMENT MANIFEST

:

NO OF MISSING AIRWAYBILL (IF ANY)

:

ACTION TAKEN

TELEX SENT



YES



NO

OFFLOADING REPORT:

:

:

PREPARED BY :

5J

VERIFIED BY :

BE

NAME

: MOHD RAZI

NAME

: NOOR ISMADI

STAFF NO

: 108187-2

STAFF NO

: 016721-8

DATE

: 07 MAR 14

DATE

: 07 MAR 14

I.C.A.O ANNEX9 APPENDIX 3

MANIFEST NBR 02 07MAR 1356Z 5J
ATOR MH MALAYSIA AIRLINES
S OF NATIONALITY FLT/DATE MH 370 08MAR14
1 KUL

I J I N G

07

BULK

EXPRESS HANDLING

1187 3632 2 COURIER MATERIAL

EXP

6 KULPEK MEW

07

AL PCS 2 KGS 6 1 SHPTS

MEW

(476814-P)

CARGO SERVICE DIVISION
EXPORT SECTION
KLIA INTERNATIONAL AIRPORT
(SEPANG)ACCEPTANCE
RECEIPT

SERIAL A 142491

The consignments as described below have been received in full and apparent good order and condition from the shipper / agent named in this document.

DATE 7/3

TIME OF RECEIPT

AIRWAYBILL NO. 232-1187362		
FINAL DESTINATION PEK M/H37		
NO OF PCS	WEIGHT/KG	DIMENSION/CM
2	6.1	

MASKARGO

TIME : 21.32
DATE : 07.03.14
CODE NO :
GROSS WEIGHT : 5.6kg
TARE WEIGHT : 0.0kg
NET WEIGHT : 5.6kg

SHIPPER / AGENT

MAS STAFF

NAME AND SIGNATURE

STAFF NO. AND SIGNATURE

DISTRIBUTION: ORIGINAL — SHIPPER
COPY — EXPORT ACCEPTANCE
COPY — FREIGHT REVENUE ACCOUNTANT

11405 3/93

MASKARGO

02	6.0	6.0	13.66
This cargo consignment was submitted to examination under Chapter 22.5.10 of ICAO Doc 873 which is Chapter 22.5.11 of ICAO Doc 873.			
Additional Security Information			
61.96			

81.96 paid	Weight Charge	Collect	Other Charges	20 : 25.00
Valuation Charge				PSC : 6.00
Tax				SSO : 2.28
Total other Charges Due Agent				
Total other Charges Due Carrier				
Total prepaid				
Total collect				
Currency Conversion Rates				
cc charges in Dest. Currency				
Charges at Destination				
For Carriers Use only at Destination				

Shipper certifies that the particulars on the face hereof are correct and that INsofar AS ANY PART OF THE CONSIGNMENT CONTAINS DANGEROUS GOODS, SUCH PART IS PROPERLY DESCRIBED BY NAME AND IS IN PROPER CONDITION FOR CARRIAGE BY AIR ACCORDING TO THE APPLICABLE DANGEROUS GOODS REGULATIONS.

MALAYSIA EXPRESS WORLDWIDE SDN BHD

Signature of Shipper or his Agent

26 FEB 14 KUALA LUMPUR

ANUM

Signature of Issuing Carrier or its Agent

232 1187 3632

COPY 11 (EXTRA COPY)

[illegible]

DATE
AIRLINE
AIRLINE MASTER AIRWAYBILL
(MAWB)

7/3/14.
 MH: 370
 232 11873632

☐ After received from/by Regulated Agent (Security Freight Programme member), this cargo consignment was loaded onto a plane based on a security program in (country) after RA confirmed that security controls was carried out throughout.

☒ This cargo consignment was subjected to security controls throughout and loaded onto plane based on security program MALAYSIA after screening below: Ground handler carried out screening according to Chapter 13.6.5 of ICAO Doc 8973.

☐ This cargo consignment was subjected to exemption under chapter 13.6.10 of ICAO Doc 8973 which is _____ and chapter 13.6.11 of ICAO Doc 8973.

Additional Security Information

Certify the following person confirms the above:

Checked by :
Title :
Staff Number:
Signature :

FIRDAUS BAN YAKINIB
MALAYSIAN EXPRESS WORLDWIDE
3034
MALAYSIAN EXPRESS HQ
(170111)
J. (13) 1820
47000 SUBANG 4

MALAYAN EXPRESS HOLDINGS

370 08MAR 772
K P/EXP

STATUS
K U L

MA
P 2035

07MAR 1331Z 5R
C 2035 H 2035

4F01/01

1 I PER 1107 3632

10 40 1.3 EXP H

FAL

10 40 1.3

**CONDITION
OF CARGO**

GOOD

1187 3632

2

2.

[Handwritten signature]

ACCEPTANCE BY :

NAME

STAFF NO

TIME

EXPRESS HANDLING UNIT
ARBAAN YANVA
161153-3

Note :

All item found damaged or torn should be returned to the agent/shipper

S A S S I G N E D T O F L I G H T

08MAR 0106Z YI

370 08MAR 772 9M-MRD K U L UFL
ST UFL: 2243 07MAR14 QF LAST UFL:

K	PCS	VOL	WGT IN KGS	DEVIATION
			SYST ACTL	KGS PERC
AKE 3372MH	1	6.9*	1148 1238	21 1.8
PER				
AKE 3497MH	1	6.8*	1128 1218	21 1.8
PER				
AKE 6442MH	1	4.0*	320 410	21 6.5
OPP KEY				
AKE 8535MH	1	6.8*	1138 1228	21 0.0
PER				
AKE 90207MH	1	4.0*	326 394	-18 -5.5
OPP KEY				
AKE 90348MH	67	2.8*	463 540	-9 -1.9
3SR				
AKE 90787MH	1	6.9*	1152 1242	4 0.3
PER				
PMC 5871MH	133	10.0*	1990 2110	21 0.0
3SR				
PMC 61433MH	18	8.6*	2282 2420	18 0.7
AL	224	56.8	9947 10800	58 0.5

L K L O A D	PCS	VOL	WGT IN KGS	DEVIATION
			SYST ACTL	KGS PERC
	2	0.0*	6 6	0.0

EXS CN-11873632 2P/6.KG SEND BY VAN THRU EHUMGO**

POM BULK OP OKG ***

WORKED BY..... APRON CHECKED.....
NAME.....

CONDITION OF CARGO AT BAY GOOD / TORN / DAMAGE / WET / LEAK
IRREGULARITIES (AWB NBR).....
OTHER GOOD / RAIN
MAIN SPECIFY TIME START..... / END

S P D D I S P L A Y 08MAR 0106Z YI
370 08MAR 772 9M-MRD K U L STD 0035 PWS-DL NONE
REF SPD 49 NW2013/1 22JUL13-BB
ACFT IYP:B777-200P/4LP/3LD N BLK
EMBARGO DGR CLASS 1/6/7 ARMS N BULLET/

BRD	P1	PV	CF	BW	BV	TW
KIII	4		14	4082	600	51561
STAFF NO	108187-2			STAFF NO : 016721-8		
DATE	07 MAR 14			DATE : 07 MAR 14		

DISPO PPLND BY ROZA/6MAR/1041LT
DISPO FINALISED BY NORA/7MAR/1837HRS

CGO OFFER - 7CF 4P1 BW/BV 4082/600 TW-30315

1LP 11915326 KUL-PEK FRUIT *CANX*

J L - P E K

J W E R D E C K

1 1LP 10677085 PEN-PEK MOTO XMH6803/7MAR
2 LDD PMC5871MH

3 - BAL LOOSE -

4 1LP 12022382 KUL-PEK CNSL - PTM

5 12022404 KUL-PEK CNSL - PTM

6 79068102 PEN-YYZ CNSL XMH6803/7MAR

7 - BAL PLS TOP UP -

0 N T A I N E R L O A D

8 4LD3 12007693 KUL-PEK MANGOSTN - KLN *PER*

9 2LD3 10664905 PEN-PEK CNSL XMH6803/7MAR

10 LDD AKE90207MH

11 AKE6442MH

U - K

12 11873632 KUL-PEK COIR - MEW *EXP* -40KG

13 11873632 KUL-PEK COURIER - MEW *EXS* -40KG-

W B - D I S P O

232 1200 9141 S LOOSE/VINCENT/AO

PARATION STATUS MA SD 08MAR 0106Z YI
08MAR 772 9MMRO K U L P 2035* C 2035* B 2035*
PMA/EXP

1187 3632	L 1 M 2	2	6	0.0 EXP	220
		2	6	0.0	

08232MH	1	2	6	1132	1132	0.0
08232MH	1	2	6	250	250	0.0
08232MH	1	2	6	1132	1132	0.0
08232MH	1	2	6	1132	1132	0.0

08232MH 08232MH 08232MH 08232MH 08232MH 08232MH 08232MH 08232MH 08232MH 08232MH

30

131578 RCVD 07MAR14 1443Z

QX KULFWMH

.KULFGMH 071443 KUL/QF/4C90

U L D S A S S I G N E D T O F L I G H T 07MAR 1443Z QF

OTHERS

IRREGULARITIES AWB NBR

WEATHER GOOD / RAIN

IF RAIN SPECIFY TIME START..... / END

PART02 END

SENT

KULKJMH KULKCMH HDQFEMH KULFWMH KULOCMH KULFOMH KULFGMH

**

MAS - Air Cargo Warehouse Sys
e System UCS CWS BCS HistFilter
Event
User
Remark
TC-Status

131581 RCVD 07MAR14 1443Z

QX KULFWMH

.KULFGMH 071443 KUL/QF/4C90

U L D S A S S I G N E D T O F L I G H T 07MAR 1443Z QF

MH 370 08MAR 772 K U L UFL
FIRST UFL: 2243 07MAR14 QF LAST UFL:

P E K	PCS	VOL	WGT IN KGS		DEVIATION	
			SYST	ACTL	KGS	PERC
01*AKE 3372MH	1	6.9*	1148	1238	21	1.8
PER						
02*AKE 3497MH	1	6.8*	1128	1218	21	1.8
PER						
03*AKE 6442MH	1	4.0*	320	410	21	6.5
PPP QTC KEY						
04*AKE 8535MH	1	6.8*	1138	1228		0.0
PER						
05*AKE 90207MH	1	4.0*	326	394	-18	-5.5
PPP QTC KEY						
06 AKE 90348MH	67	2.8*	463	540	-9	-1.9
QTC SSR						
07*AKE 90787MH	1	6.9*	1152	1242	4	0.3
PER						
08*PMC 5871MH	133	10.0*	1990	2110		0.0
QTC SSR						
09 PMC 61433MH	18	8.6*	2282	2420	18	0.7
TOTAL	224	56.8	9947	10800	58	0.5

B U L K L O A D	PCS	VOL	WGT IN KGS		DEVIATION	
			SYST	ACTL	KGS	PERC
PEK	2	0.0*	6	6		0.0

EXS CN-11873632 2P/6.KG SEND BY VAN THRU EHUMGO**

*** POM BULK OP OKG ***

CHECKED BY.....
NAME.....APRON CHECKED.....
NAME.....

CONDITION OF CARGO AT BAY

GOOD / TORN / DAMAGE / WET / LEAK

PART01 CONTINUED

SENT

KULKJMH KULKCMH HDQFEMH KULFWMH KULOCMH KULFOMH KULFGMH

**

16:00 PM 3/7

ULD History List (HUHL)

Filter

Event * ULD-ID * In-Flight * Out-Flight *

User * Status * In-Date * Out-Date *

Remark * Cat * Orig * Dest *

TC-Status * Height * Position *

Time:

Start Time

End Time

Timestamp	Event	User	ULD-ID	Status	Reg	Loc	Rep	FF	Col	Ovr	Oct	LastBookTime	Position	Area
07Mar2014 19:23:08.755	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:23:08.000	CG0101	UTDS-A
07Mar2014 19:23:27.376	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:23:27.000	CG0102	UTDS-A
07Mar2014 19:23:43.277	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:23:43.000	CG0103	UTDS-A
07Mar2014 19:24:15.542	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:24:15.000	CG0104	UTDS-A
07Mar2014 19:24:52.394	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:24:52.000	CG0105	UTDS-A
07Mar2014 19:25:05.561	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:25:05.000	CG0106	UTDS-A
07Mar2014 19:25:21.719	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:25:21.000	CG0107	UTDS-A
07Mar2014 19:25:35.122	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:25:35.000	CG0110	UTDS-A
07Mar2014 19:25:55.901	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:25:55.000	CG0111	UTDS-A
07Mar2014 19:26:10.950	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:26:10.000	CG0112	UTDS-A
07Mar2014 19:26:27.376	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:26:27.000	CG0113	UTDS-A
07Mar2014 19:27:01.242	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:27:01.000	CG0114	UTDS-A
07Mar2014 19:31:05.409	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:31:05.000	CG0115	UTDS-A
07Mar2014 19:31:55.255	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:31:55.000	CG0116	UTDS-A
07Mar2014 19:40:14.787	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:40:14.000	CG0117	UTDS-A
07Mar2014 19:54:58.190	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:54:58.000	CG0130	UTDS-A
07Mar2014 19:55:07.489	Pos-Change	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:55:07.000	CG0131	UTDS-A
07Mar2014 19:55:20.522	TC-updated	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:55:20.000	RMP02a	UTDS-1
07Mar2014 19:55:20.504	Exited	SYSTEM	AKE 6442 MH	TRA			X					07Mar2014 19:55:20.000	RMP02	UTDS-1
07Mar2014 20:41:13.493	Updated	MASGO	AKE 6442 MH	TRA			X					07Mar2014 20:41:13.000	RMP02	UTDS-1
07Mar2014 20:41:13.092	Contour Change	MASGO	AKE 6442 MH	TRA			X					07Mar2014 20:41:13.000	RMP02	UTDS-1

Amount: 35

Help F1

Back F8

Goto SUSL F9

Search F11

Clear F12

User:1160058 Inactive: 00:00

DB time: 22:21:25 (UTC+09:00) Memory: Used 504 MB Alloc 685 MB Max 989 MB

370

ULD History List (HUHL)

Filter

Event *

ULD-ID *

In-Flight *

Out-Flight *

User *

Status *

In-Date *

Out-Date *

Remark *

Ctrl *

Orig *

Dest *

TC Status *

Height *

Position *

Time

Start Time 04/Mar/2014 15

End Time 07/Mar/2014 23

Amount	Event	User	ULD-ID	Status	Reg	Loc	Exp	FT	Ref	Ovr	Opt	LastBookTime	Position	Area
07Mar2014 19:22:08.529	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:22:08.000	C00101	UTDS-A
07Mar2014 19:22:26.548	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:22:26.000	C00102	UTDS-A
07Mar2014 19:22:42.463	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:22:42.000	C00103	UTDS-A
07Mar2014 19:22:56.656	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:22:56.000	C00104	UTDS-A
07Mar2014 19:23:15.250	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:23:15.000	C00105	UTDS-A
07Mar2014 19:23:31.569	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:23:31.000	C00106	UTDS-A
07Mar2014 19:23:46.067	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:23:46.000	C00107	UTDS-A
07Mar2014 19:24:04.474	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:24:04.000	C00110	UTDS-A
07Mar2014 19:24:21.027	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:24:21.000	C00111	UTDS-A
07Mar2014 19:24:37.361	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:24:37.000	C00112	UTDS-A
07Mar2014 19:24:54.319	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:24:54.000	C00113	UTDS-A
07Mar2014 19:25:10.240	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:25:10.000	C00114	UTDS-A
07Mar2014 19:25:26.686	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:25:26.000	C00115	UTDS-A
07Mar2014 19:26:02.102	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:26:02.000	C00116	UTDS-A
07Mar2014 19:26:32.533	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:26:32.000	C00117	UTDS-A
07Mar2014 19:26:50.362	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:26:50.000	C00130	UTDS-A
07Mar2014 19:31:35.651	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:31:35.000	C00131	UTDS-A
07Mar2014 19:40:00.982	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:40:00.000	RMP02A	UTDS-1
07Mar2014 19:40:10.273	Pos-Change	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:40:10.000	RMP02	UTDS-1
07Mar2014 19:40:10.287	TC-updated	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:40:10.000	RMP02	UTDS-1
07Mar2014 19:54:44.169	Exited	SYSTEM	AKE 90207 MH	TRA			X					07Mar2014 19:54:44.000	RMP02	UTDS-1
07Mar2014 20:41:13.567	Updated	MASGO	AKE 90207 MH	TRA			X							
07Mar2014 20:41:13.613	Contour Change	MASGO	AKE 90207 MH	TRA			X	X						

Amount: 34

Help F1

Back F8

Goto SUSL F9

Search F11

Clear F12

ULD History List (HUHL)

Filter

Event	ULD-ID	In-Flight	Out-Flight
User	Status	In-Date	Out-Date
Remark	Alt	Orig	Dest
TC-Status	Height	Position	

Time: Start Time 04/Mar/2014 15 End Time 07/Mar/2014 15

Timestamp	Event	User	ULD-ID	Status	Dwg	Doc	Prp	FFF	Col	Qvr	Out	LastBookTime	Position	Area
07Mar2014 18:45:10.400	TC-Updated	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:45:10.000	CG0101	UTDS-A
07Mar2014 18:45:25.146	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:45:25.000	CG0102	UTDS-A
07Mar2014 18:45:45.1346	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:45:45.000	CG0103	UTDS-A
07Mar2014 18:46:01.675	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:46:01.000	CG0104	UTDS-A
07Mar2014 18:46:16.519	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:46:16.000	CG0105	UTDS-A
07Mar2014 18:46:34.781	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:46:34.000	CG0106	UTDS-A
07Mar2014 18:46:51.437	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:46:51.000	CG0107	UTDS-A
07Mar2014 18:47:07.688	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:47:07.000	CG0110	UTDS-A
07Mar2014 18:47:24.884	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:47:24.000	CG0111	UTDS-A
07Mar2014 18:47:41.024	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:47:41.000	CG0112	UTDS-A
07Mar2014 18:47:57.684	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:47:57.000	CG0113	UTDS-A
07Mar2014 18:48:14.023	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:48:14.000	CG0114	UTDS-A
07Mar2014 18:55:06.370	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:55:06.000	CG0115	UTDS-A
07Mar2014 18:55:48.514	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:55:48.000	CG0116	UTDS-A
07Mar2014 18:56:16.817	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:56:16.000	CG0117	UTDS-A
07Mar2014 18:58:23.914	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:58:23.000	CG0130	UTDS-A
07Mar2014 18:59:10.478	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 18:59:10.000	CG0132	UTDS-A
07Mar2014 19:02:34.892	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 19:02:34.000	AMP02A	UDDS-1
07Mar2014 19:04:41.039	Pos-Change	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 19:04:41.000	AMP02	UDDS-1
07Mar2014 19:04:41.960	TC-Updated	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 19:04:41.000	AMP02	UDDS-1
07Mar2014 19:04:45.412	Exited	SYSTEM	PAC 5871 MH	TRA			X					07Mar2014 19:04:45.000	AMP02	UDDS-1
07Mar2014 19:57:08.806	Updated	GL165315	PAC 5871 MH	TRA			X							
07Mar2014 20:41:16.656	Updated	MASDO	PAC 5871 MH	TRA			X							

Amount 41

Help F1	F2	F3	F4	F5	F6
F7	Back F8	Go to SUSL F9	F10	Search F11	Clear F

Occupation Details (LUOD)

C01022146P1

AKE 3372MH

AKE 3372MH

AKE 3372MH

Position: C01022146P1

ULD ID: AKE 3372MH

ULD Category: 5F1(A)

ULD Height: Lower Deck (L)

ULD Final target: RMP45

ULD Next target: RMP45A

ULD Target area: UDDS-3

ULD Interim target: —

ULD Interim area: —

ULD Lock-Status: No

ULD Contour Fault: —

F1 Help

F5 Transport

F7 Ident

F2 Show ULD info

F6 Show TC info

F8 Turn

F3 Quit

The figure displays a 3D perspective view of a vehicle interior, specifically the front passenger area. A rectangular box is positioned on the floor, labeled "PMC 61433MH". Below the vehicle, a label "C01021101P1" is visible. To the right of the 3D view is a table with two columns: "Position:" and "ULD ID:". The table lists various components and their corresponding IDs.

Position:	ULD ID:
C01021101P1	PMC 61433MH
ULD ID:	PMC 61433MH
ULD Category:	10F1 (B)
ULD Height:	Flat (F)
ULD Final target:	RMP24
ULD Next target:	RMP24A
ULD Target area:	UDDS-2
ULD Interim target:	—
ULD Interim area:	—
ULD Lock-Status:	No
ULD Contour Fault:	—

Below the table, there are several labels: "F3 Out", "F8 Turn", "F6 Show TC info", "F2 Show ULD info", "F1 Help", "F7 Ident", "F6 Transport", and "F7 Ident".

Occupation Details (LUOD)

C01042153P1

AKE 8535MH

AKE 8535MH

Position: C01042153P1

ULD ID: AKE 8535MH

ULD Category: 5F1(A)

ULD Height: Lower Deck (L)

ULD Final target: RMP48

ULD Next target: RMP48A

ULD Target area: UDDS-3

ULD Interim target: —

ULD Interim area: —

ULD Lock-Status: No

ULD Contour Fault: —

F1 Help

F5 Transport

F7 Ident

F2 Show ULD info

F6 Show TC info

F8 Turn

F3 Quit

Occupation Details (LUOD)

C01022155P1

AKE 3497MH

AKE 3497MH

Position: C01022155P1

ULD ID: AKE 3497MH

ULD Category: 5F1 (A)

ULD Height: Lower Deck (L)

ULD Final target: RMP45

ULD Next target: RMP45A

ULD Target area: UDDS-3

ULD Interim target: —

ULD Interim area: —

ULD Lock-Status: No

ULD Contour Fault: —

F1 Help

F5 Transport

F7 Ident

F2 Show ULD info

F6 Show TC info

F8 Turn

F3 Quit

Occupation Details (LUOD)

CG0701

AKE 90348MH

AKE 90348MH

Position: CG0701

ULD ID: AKE 90348MH

ULD Category: 5F1 (A)

ULD Height: Lower Deck (L)

ULD Final target: RMP12

ULD Next target: CF0401

ULD Target area: UDDS

ULD Interim target: —

ULD Interim area: —

ULD Lock Status: No

ULD Contour Fault: —

F1 Help

F5 Transport

F7 Ident

F2 Show ULD info

F6 Show TC info

F8 Turn

F3 Quit

Occupation Details (LUOD)

CG0701

AKE 90348MH

AKE 90348MH

Position:CG0701

ULD ID:AKE 90348MH

ULD Category:5F1 (A)

ULD Height:Lower Deck (L)

ULD Final target:RMP22

ULD Next target:RMP22A

ULD Target area:UDDS-2

ULD Interim target:—

ULD Interim area:—

ULD Lock-Status:No

ULD Contour Fault:—

F1 Help

F5 Transport

F7 Ident

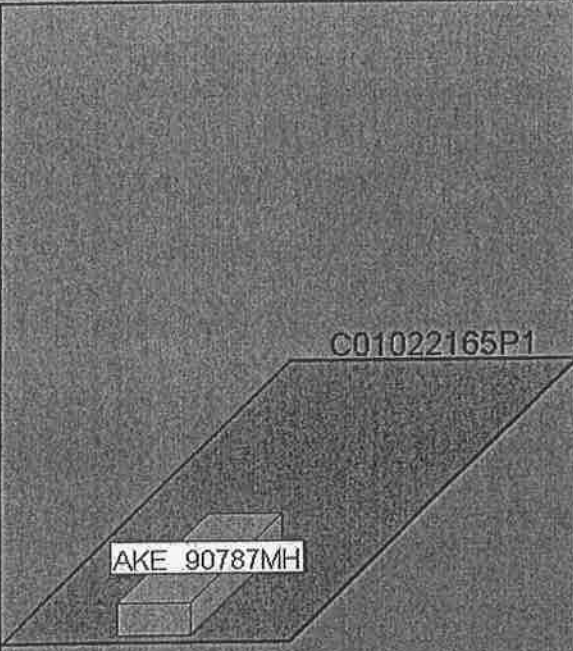
F2 Show ULD info

F6 Show TC info

F8 Turn

F3 Quit

Occupation Details (LUOD)



C01022165P1

AKE 90787MH

AKE 90787MH

Position: C01022165P1

ULD ID: AKE 90787MH

ULD Category: 5F1(A)

ULD Height: Lower Deck (L)

ULD Final target: RMP45

ULD Next target: RMP45A

ULD Target area: UDDS-3

ULD Interim target: —

ULD Interim area: —

ULD Lock Status: No

ULD Contour Fault: —

F1 Help

F5 Transport

F7 Ident

F2 Show ULD info

F6 Show TC info

F8 Turn

F3 Quit

CARGO MANIFEST	I.C.A.O ANNEX9 APPENDIX 3	
OPERATOR	NBR 02	09MAR 0446Z ZP
MARKS OF NATIONALITY	MH	MALAYSIA AIRLINES
FROM	9M-MRO	FLT/DATE MH 370 08MAR14
	KUL	

BEIJING

BULK

EXPRESS HANDLING

232 1187 3632	2 COURIER MATERIAL	EXP	6 KULPEK
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TOTAL	PCS	2	KGS	6
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CARGO MANIFEST	I.C.A.O ANNEX9 APPENDIX 3	
OPERATOR	NBR 03	09MAR 0446Z ZP
MARKS OF NATIONALITY	MH	MALAYSIA AIRLINES
FROM	9M-MRO	FLT/DATE MH 370 08MAR14
	KUL	

BEIJING

AKE 3372MH

232 1200 7306S	1 MANGOSTEEN	PER	1148 KULPEK
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AKE 3497MH

232 1200 7306S	1 MANGOSTEEN	PER	1128 KULPEK
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AKE 6442MH

232 1066 4905S	1 CONSOL	KEY PPP	320 PENPEK
----------------	----------	---------	------------

AKE 8535MH

232 1200 7306S	1 MANGOSTEEN	PER	1138 KULPEK
----------------	--------------	-----	-------------

AKE 90207MH

232 1066 4905S	1 CONSOL	KEY PPP	326 PENPEK
----------------	----------	---------	------------

AKE 90348MH

232 1067 7085S	67 CONSOL	SSR B	463 PENPEK
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AKE 90787MH

232 1200 7306S	1 MANGOSTEEN	PER	1152 KULPEK
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PMC 5871MH

232 1067 7085S	133 CONSOL	SSR B	1990 PENPEK
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PMC 61433MH

232 1202 2382	4 CONSOL	B	26 KULPEK
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232 1202 2404	1 CONSOL	B	6 KULPEK
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232 1200 9141	13 CONSOL	B	2250 KULPEK
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18

2282

TOTAL	PCS	224	KGS	9947
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PREPARATION STATUS MA SD 09MAR 0446Z ZP
 MH 370 OBMAR 772 9MMRO K U L P 2035* C 2035* B 2035*
 PEK PMA

001	D	PEK	1202	2382	L	1	M	3	4	26	0.1		B	U	
002	D	PEK	1202	2404	L	1	M	3	1	6	0.0		B	U	
003	D	PEK	1187	3632	L	1	M	2	2	6	0.0	EXP			220
004	SD	PEK	1066	4905	L	1	M	3	1	326	4.0	KEY	B	P	
005	SD	PEK	1066	4905	L	1	M	3	1	320	4.0	KEY	B	P	
006	SD	PEK	1067	7085	L	1	M	3	133	1990	10.0	SSR	B	P	
007	SD	PEK	1067	7085	L	1	M	3	67	463	2.7	SSR	B	U	
008	SD	PEK	1200	7306D	L	1	M	3	1	1152	6.9	PER		P	
009	SD	PEK	1200	7306D	L	1	M	3	1	1128	6.7	PER		P	
010	SD	PEK	1200	7306D	L	1	M	3	1	1148	6.8	PER		P	
011	SD	PEK	1200	7306D	L	1	M	3	1	1138	6.8	PER		P	
012	D	PEK	1200	9141D	L	1	M	3	13	2250	8.3		B	U	
TOTAL									226	9953	56.7				

P R E P A R A T I O N STATUS MA SD 09MAR 0448Z ZP
 MH 370 08MAR 772 9MMRO K U L P 2035* C 2035* B 2035*
 P E K PGLA

001	D	PEK	1202	2382	L	1	M	3	4	26	0.1		CONSOL
002	D	PEK	1202	2404	L	1	M	3	1	6	0.0		CONSOL
003	D	PEK	1187	3632	L	1	M	2	2	6	0.0	EXP	COURIER M
004	SD	PEK	1066	4905	L	1	M	3	1	326	4.0	KEY	CONSOL
005	SD	PEK	1066	4905	L	1	M	3	1	320	4.0	KEY	CONSOL
006	SD	PEK	1067	7085	L	1	M	3	133	1990	10.0	SSR	CONSOL
007	SD	PEK	1067	7085	L	1	M	3	67	463	2.7	SSR	CONSOL
008	SD	PEK	1200	7306D	L	1	M	3	1	1152	6.9	PER	MANGOSTEE
009	SD	PEK	1200	7306D	L	1	M	3	1	1128	6.7	PER	MANGOSTEE
010	SD	PEK	1200	7306D	L	1	M	3	1	1148	6.8	PER	MANGOSTEE
011	SD	PEK	1200	7306D	L	1	M	3	1	1138	6.8	PER	MANGOSTEE
012	D	PEK	1200	9141D	L	1	M	3	13	2250	8.3		CONSOL
TOTAL									226	9953	56.7		

U L D S A S S I G N E D T O F L I G H T 09MAR 0447Z ZP

MH 370 08MAR 772 9M-MRD K U L UFL
FIRST UFL: 2243 07MAR14 QF LAST UFL:

P E K	PCS	VOL	WGT SYST	IN KGS ACTL	DEVIATION KGS	PERC
01*AKE 3372MH	1	6.9*	1148	1238	21	1.8
PER	1	6.8*	1128	1218	21	1.8
02*AKE 3497MH	1	4.0*	320	410	21	6.5
PER	1	6.8*	1138	1228		0.0
03*AKE 6442MH	1	4.0*	326	394	-18	-5.5
PPP KEY	67	2.8*	463	540	-9	-1.9
04*AKE 8535MH	1	6.9*	1152	1242	4	0.3
PER	133	10.0*	1990	2110		0.0
05*AKE 90207MH	18	8.6*	2282	2420	18	0.7
PPP KEY	224	56.8	9947	10800	58	0.5
06*AKE 90348MH						
SSR						
07*AKE 90787MH						
PER						
08*PMC 5871MH						
SSR						
09 PMC 61433MH						
TOTAL						

B U L K L O A D	PCS	VOL	WGT SYST	IN KGS ACTL	DEVIATION KGS	PERC
PEK	2	0.0*	6	6		0.0

EXS CN-11873632 2P/6.KG SEND BY VAN THRU EHUMGO**

*** POM BULK OP OKG ***

CHECKED BY.....
NAME.....

APRON CHECKED.....
NAME.....

CONDITION OF CARGO AT BAY GOOD / TORN / DAMAGE / WET / LEAK
OTHERS
IRREGULARITIES (AWB NBR).....
WEATHER GOOD / RAIN
IF RAIN SPECIFY TIME START..... / END

SPECIAL LOAD NOTIFICATION TO CAPTAIN

FROM FLIGHT
KUL MH 0370

DATE
08MAR14

A/C REG
9M-MRO

NO RESTRICTED LOAD EX KUL

OTHER SPECIAL LOAD

TO	AWB	CONTENTS	PCS	QTY	IMP	POS
						CODE ULD CODE
PEK	12007306	MANGOSTEEN	1	1128KG	PER	...
				AKE		3497MH
PEK	12007306	MANGOSTEEN	1	1148KG	PER	...
				AKE		3372MH
PEK	12007306	MANGOSTEEN	1	1138KG	PER	...
				AKE		8535MH
PEK	12007306	MANGOSTEEN	1	1152KG	PER	...
				AKE		90787MH

SI NIL

THERE IS NO EVIDENCE THAT ANY DAMAGED OR LEAKING PACKAGES
CONTAINING DANGEROUS GOODS HAVE BEEN LOADED ON THE AIRCRAFT
AT THIS STATION

LOADED AS SHOWN

CAPTAINS SIGNATURE



US007142971B2

(12) **United States Patent**
Brown et al.

(10) **Patent No.:** **US 7,142,971 B2**
(45) **Date of Patent:** **Nov. 28, 2006**

(54) **SYSTEM AND METHOD FOR
AUTOMATICALLY CONTROLLING A PATH
OF TRAVEL OF A VEHICLE**

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(73) Assignee: **The Boeing Company**, Chicago, IL (US)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

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G06F 19/00 (2006.01)

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(58) **Field of Classification Search** 701/2-3, 701/9-16, 36, 23-26, 120-122, 300-302, 701/110; 340/945, 947, 961, 963, 573.1; 244/118.5, 75 R, 183-197

See application file for complete search history.

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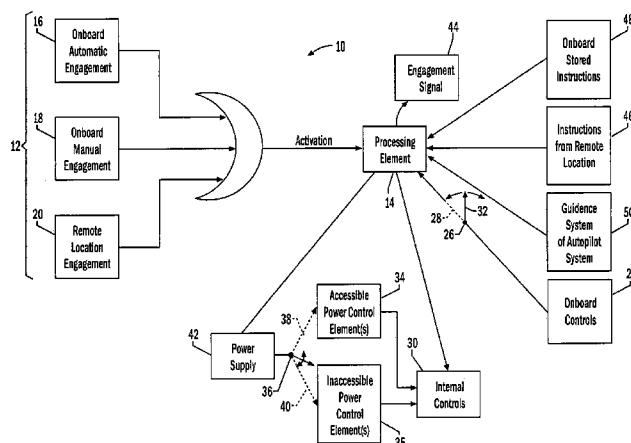
Primary Examiner—Gertrude A. Jeanglaude

(74) *Attorney, Agent, or Firm*—Alston & Bird LLP

(57) **ABSTRACT**

The method and system for automatically controlling a path of travel of a vehicle include engaging an automatic control system when the security of the onboard controls is jeopardized. Engagement may be automatic or manual from inside the vehicle or remotely via a communication link. Any onboard capability to supersede the automatic control system may then be disabled by disconnecting the onboard controls and/or providing uninterruptible power to the automatic control system via a path that does not include the onboard accessible power control element(s). The operation of the vehicle is then controlled via the processing element of the automatic control system. The control commands may be received from a remote location and/or from predetermined control commands that are stored onboard the vehicle.

44 Claims, 2 Drawing Sheets



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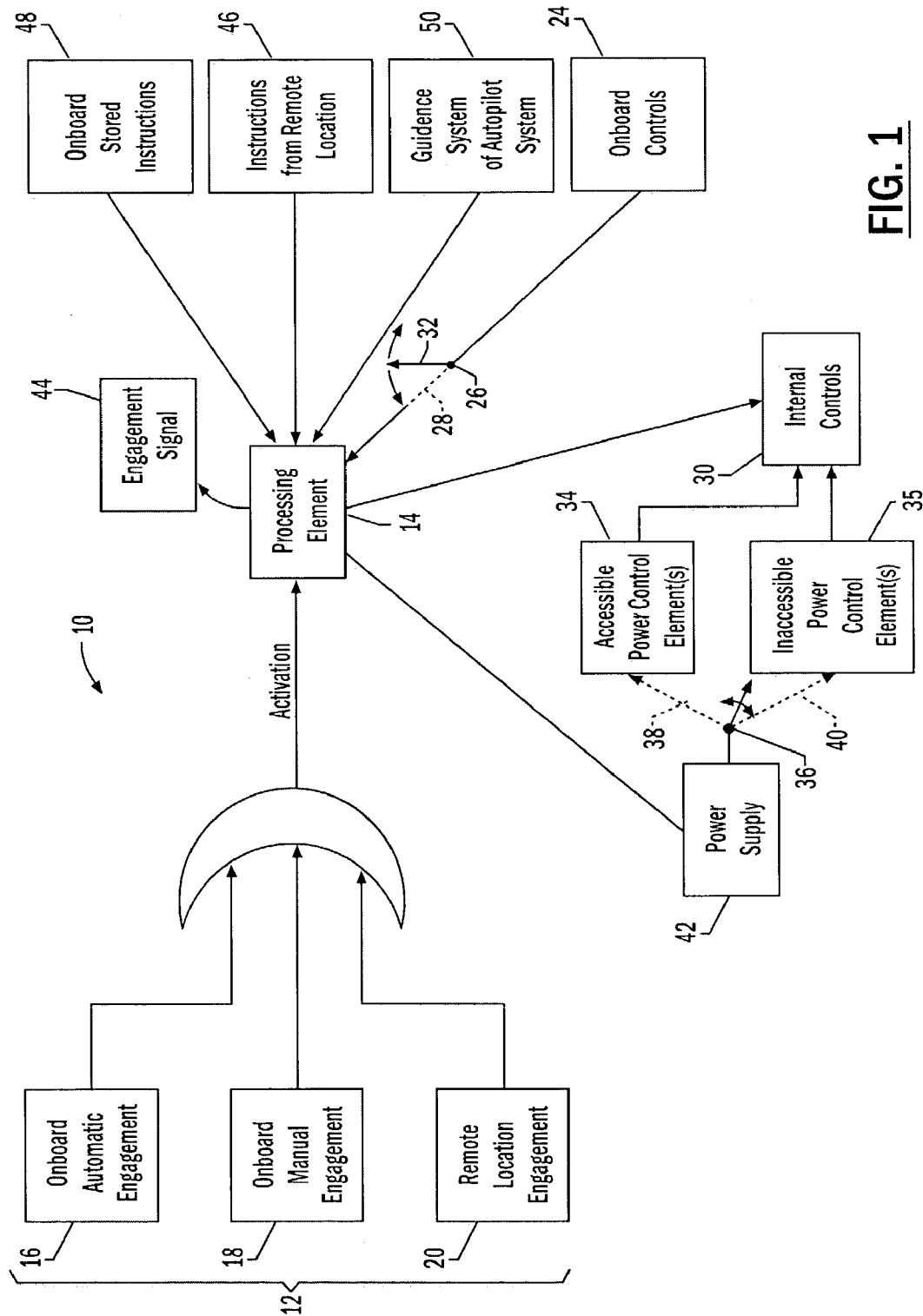
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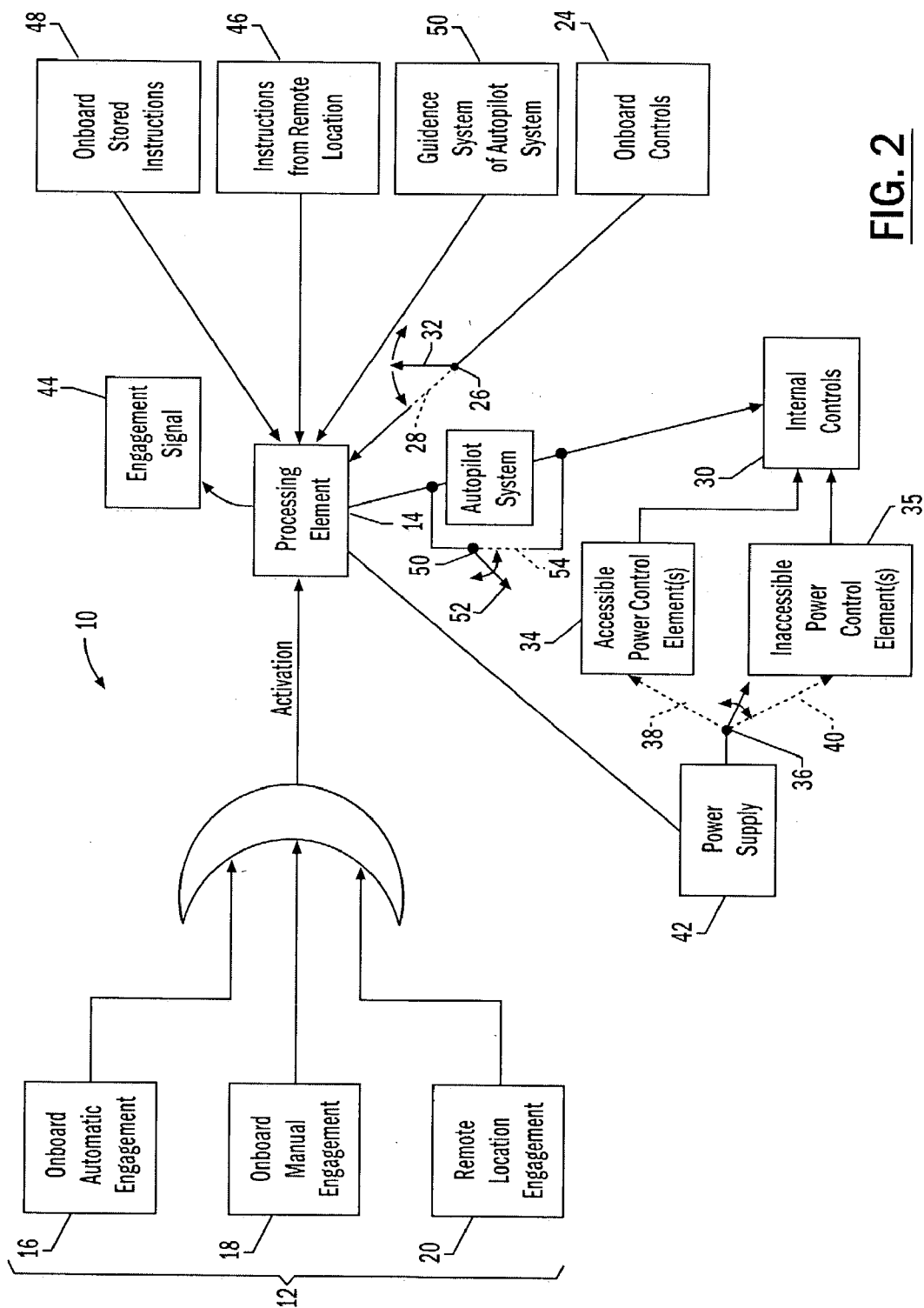


FIG. 2

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SYSTEM AND METHOD FOR AUTOMATICALLY CONTROLLING A PATH OF TRAVEL OF A VEHICLE

BACKGROUND OF THE INVENTION

The present invention relates to the automatic control of the path of travel of a vehicle and, in particular, to techniques for automatically controlling the path of travel of a vehicle that cannot generally be superseded or disengaged from onboard once the automatic control system is engaged.

Security onboard any type of vehicle, particularly a passenger vehicle, such as an air vehicle, ship, boat, train, bus, or the like, is an imperative aspect of the vehicle operations. In particular, it is crucial that the personnel authorized to operate a particular vehicle, such as pilots onboard an aircraft, are the only individuals permitted to have control over the operations of the vehicle, which include taking-off, landing, and the flight of an aircraft, for example. If anyone without authorization to operate a vehicle, particularly a passenger vehicle or vehicle carrying hazardous cargo, obtains control over the operations of the vehicle, the potential consequences could be catastrophic. Particularly catastrophic is a situation in which unauthorized person(s) fly an aircraft carrying passengers and/or any type of harmful material into a densely populated area where the aircraft crashes. As such, various techniques for restricting access to the operational controls of a vehicle have been developed.

For example, one technique for restricting access to the controls of a vehicle involves utilizing a door, such as a cockpit door in an aircraft, to the area where the controls and the authorized operators of the vehicle are located. The door securely locks and may be made of bullet-proof material. Thus, once the authorized operators of the vehicle are in position at the controls of the vehicle, they may lock the door and therefore prevent anyone else from gaining access to the travel controls of the vehicle. Typically, the door may be unlocked only by the authorized operators of the vehicle. In addition, because the door may be made of bullet-proof material, even if someone outside the door tried to forcibly enter through the door, their attempts would be unsuccessful. The general idea behind the locking, bullet-proof door is that even if the security of the rest of the vehicle is jeopardized, the authorized operators will be protected and capable of safely bringing the vehicle to a stop, such that authorities can help resolve the threat onboard the vehicle. The downfall to this security technique, however, is that the operators are capable of unlocking and opening the door, such that at least one of the operators may decide to open the door depending upon the circumstances of the situation. For example, one of the operators may decide to open the door if there is a threat to the physical safety of one or more of the other personnel and/or passengers onboard the vehicle. As such, an operator may decide that the risk to the physical safety of one or more of the other personnel and/or passengers onboard the vehicle is greater if the door remains locked than if the door is opened. Once the door is opened, however, the chances of safely bringing the vehicle to a stop where authorities can help resolve the threat onboard the vehicle greatly decreases.

Another technique for increasing the safety onboard a vehicle is to employ an armed guard on every operating vehicle, such as the air marshals onboard some aircraft. The armed guard is authorized to eliminate any threat to the safety of the vehicle and/or the passengers and personnel onboard the vehicle. Therefore, if an individual onboard the vehicle attempts to gain access to any restricted area of the vehicle, such as the cockpit and/or the flight controls of an

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air vehicle, the armed guard is authorized and trained to prevent that individual from gaining access to the restricted areas. This security technique has various downsides, however. Similar to the locking, bullet-proof door example, the armed guard also has the decision-making power regarding the course of action depending upon the circumstances of each situation. For instance, the armed guard may decide not to try to prevent an individual from gaining access to a restricted area if there is a threat to the physical safety of one or more of the other personnel and/or passengers onboard the vehicle. The armed guard may decide that the risk to the physical safety of one or more of the other personnel and/or passengers onboard the vehicle is greater if the armed guard tries to prevent the individual from gaining access to the restricted area than if the individual gains access to the restricted area. In addition, if more than one individual onboard the air vehicle aids in the attempt to gain access to a restricted area, they may be able to overpower the armed guard. Because there is no way to know how many armed guards would be needed to prevent more than one individual from threatening the safety of the vehicle, and because it is not economically or practically feasible to have a team of armed guards on each vehicle, the armed guard security technique is not capable of preventing all security threats to a vehicle.

In light of the shortfalls of the above described security techniques, particularly with respect to preventing unauthorized persons from accessing the flight controls of an aircraft, there is a need in the industry for a technique that conclusively prevents unauthorized persons from gaining access to the controls of a vehicle and therefore threatening the safety of the passengers onboard the vehicle, and/or other people in the path of travel of the vehicle, thereby decreasing the amount of destruction individuals onboard the vehicle would be capable of causing. In particular, there is a need for a technique that ensures the continuation of the desired path of travel of a vehicle by removing any type of human decision process that may be influenced by the circumstances of the situation, including threats or further violence onboard the vehicle.

BRIEF SUMMARY OF THE INVENTION

The methods and systems of the present invention for automatically controlling a path of travel of a vehicle and, in one embodiment, for engaging an uninterruptible autopilot mode provide techniques that prevent unauthorized persons from accessing the controls of a vehicle. The methods and systems therefore increase the likelihood that a vehicle may be safely operated to safety because unauthorized persons are not capable of gaining any type of control over the operations of the vehicle. To provide the increased safety, the techniques of the present invention permit irrevocable and uninterrupted automated control of the vehicle, such that once the automated control system is engaged, it cannot be disengaged by anyone onboard the vehicle. Thus, the personnel onboard the vehicle cannot be forced into carrying out the demands of any unauthorized person. The method and systems of the present invention, therefore, provide techniques for increasing the safety of vehicles over the conventional safety techniques that are revocable and/or alterable.

The method and system for automatically controlling a path of travel of a vehicle may include engaging an automatic control system of the vehicle, such as by manually engaging the automatic control system from onboard the vehicle or automatically engaging the automatic control

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system when the security of the onboard controls is jeopardized. In other embodiments, a communication link may be present between the vehicle and at least one location off-board the vehicle, such that the automatic control system may be remotely engaged from a location off-board the vehicle, i.e., a remote location, via the communication link. The automatic control system may be engaged such as by an engagement element. Prior to engaging the automatic control system, a signal indicating that the safety of the vehicle is jeopardized may be received. For instance, the personnel onboard the vehicle may receive a signal indicating that the safety of the vehicle is jeopardized from a remote location or onboard the vehicle. In addition, a remote location may receive such a signal from the vehicle, automatically from its own monitoring of the vehicle, and/or from any other location that may be monitoring the vehicle.

The method and system also include disabling, such as via a processing element, any onboard capability to supersede the engaged automatic control system. For instance, any onboard capability to disengage the engaged automatic control system may be disabled and/or the onboard controls may be disconnected. In other embodiments, at least one onboard accessible power control element, such as circuit breakers, of the vehicle may be bypassed by providing power to the automatic control system from an alternative power control element that is inaccessible.

The operation of the vehicle is then controlled via the processing element of the automatic control system. In embodiments of the present invention that include a communication link between the vehicle and at least one location off-board the vehicle, the automatic control system may receive control commands from the off-board location to control the operation of the vehicle. In addition to or as an alternative to the control commands received from the off-board location, the control system may receive predetermined control commands that are stored onboard the vehicle, such as in a storage element, and may execute the commands to control the operation of the vehicle. The automatic control system may therefore determine the navigation path and any other operation of the vehicle.

In further embodiments of the method and system for automatically controlling a path of travel of a vehicle involves automatically controlling flight operations of an air vehicle by engaging an automatic control system of the air vehicle, such as via at least one engagement element. In addition, any onboard capability to supersede the engaged automatic flight control system is disabled; and the air vehicle operations are controlled via the automatic flight control system, such as by a processing element. For example, the automatic control system controls a flight operation of the air vehicle and/or a landing operation of the air vehicle.

Other aspects of the method and system of the present invention include engaging an uninterruptible autopilot mode to automatically control flight operations of an air vehicle. As such, an autopilot system of the air vehicle may be initiated, such as by transmitting an uninterruptible autopilot mode signal from onboard the air vehicle to the autopilot system. For instance, the uninterruptible autopilot mode signal may be transmitted automatically upon the occurrence of an event onboard the air vehicle. In other embodiments, the uninterruptible autopilot mode signal may be transmitted from a remote location to the autopilot system. After initiating the autopilot mode, a signal may be transmitted to at least one remote location from the air vehicle to indicate that the uninterruptible autopilot mode of the air vehicle has been engaged.

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The onboard manual flight controls are disconnected and an onboard manual power control element is bypassed to directly connect the autopilot system to a power supply, such as by a switching element. As such, the uninterruptible autopilot mode of the air vehicle is engaged. The air vehicle then is automatically navigated and flown without input from onboard the air vehicle, such as by a processing element. Thus, the air vehicle may be automatically navigated away from populated areas and/or to one of a plurality of predetermined landing sites where the air vehicle may be automatically landed. In some embodiments of the system of the present invention, the processing element may be included in the autopilot system, while in other embodiments, the processing element is separate from the autopilot system.

The methods and systems of the present invention therefore provide techniques for automatically navigating, flying and/or landing an air vehicle in such a manner that unauthorized persons may not gain access to the flight controls of the air vehicle. In addition, once the automatic control system provided by the present invention is initiated, no one on board the air vehicle is capable of controlling the flight of the air vehicle, such that it would be useless for anyone to threaten violence in order to gain control of the air vehicle. The methods and systems of the present invention therefore ensure that the air vehicle will be safely navigated and/or landed regardless of the threats or actions of the unauthorized persons attempting to gain control of the air vehicle. These techniques are advantageous over the conventional techniques for preventing unauthorized persons from gaining control over an air vehicle because these techniques remove any type of human decision process that may be influenced by the circumstances of the situation.

BRIEF DESCRIPTION OF THE SEVERAL VIEWS OF THE DRAWING(S)

Having thus described the invention in general terms, reference will now be made to the accompanying drawings, which are not necessarily drawn to scale, and wherein:

FIG. 1 illustrates an automatic control system for automatically controlling vehicle operations according to one embodiment of the present invention; and

FIG. 2 illustrates an uninterruptible autopilot system for automatically controlling air vehicle operations according to one embodiment of the present invention.

DETAILED DESCRIPTION OF THE INVENTION

The present inventions now will be described more fully hereinafter with reference to the accompanying drawings, in which some, but not all embodiments of the invention are shown. Indeed, these inventions may be embodied in many different forms and should not be construed as limited to the embodiments set forth herein; rather, these embodiments are provided so that this disclosure will satisfy applicable legal requirements. Like numbers refer to like elements throughout.

The methods and systems for automatically controlling a path of travel of a vehicle of the present invention provide techniques that prevent unauthorized persons from accessing the controls of a vehicle. The methods and systems therefore increase the likelihood that a vehicle may be safely operated because unauthorized persons are not capable of gaining any type of control over the controls of the vehicle. To provide the increased safety, the techniques of the present

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invention permit irrevocable and uninterrupted automated control of the vehicle, such that once the automated control system is engaged, it cannot be disengaged by anyone onboard the vehicle. Thus, the personnel onboard the vehicle cannot be forced into carrying out the demands of any unauthorized person. The method and systems of the present invention, therefore, provide techniques for increasing the safety of vehicles over the conventional safety techniques that are revocable and/or alterable, such as based upon the demands of a hijacker or the like.

The methods and systems of the present invention apply to any type of vehicle, such as an air vehicle, boat, ship, train, bus or the like. The embodiments described below, however, are directed toward specific embodiments of systems and methods for automatically controlling aircraft flight operations. However, the methods and systems of the present invention apply equally to any other type of vehicle.

One embodiment of a system **10** for automatically controlling a path of travel of a vehicle includes at least one engagement element **12** and at least one processing element **14**, as shown in the embodiments of FIGS. **1** and **2**. An engagement element **12** may be any type of element that initiates the engagement of the automatic control system of a particular vehicle, such as the automatic flight control system of an aircraft. For example, an engagement element **12** may transmit a signal to the processing element **14** directing engagement of the automatic control system. As such, the engagement element may be, but is not limited to, a button, switch, lever, or the like, or any other device capable of transmitting a command to the processing element **14**, such as a keyboard, a voice signal receiver, a touch-screen, or a selection device such as a mouse in conjunction with a display.

For instance, the automatic control system **10** may be activated automatically, as represented by box **16** of FIGS. **1** and **2**. In one embodiment, the engagement element **12** may be a sensor or the like that automatically transmits an engagement signal to the processing element **14** upon sensing a particular event. Such sensors may be located anywhere in the vehicle where a type of threat to the security of the vehicle or its passengers or other contents may be sensed. For instance, in an aircraft, an engagement sensor may be located proximate to the door of the cockpit, and the sensor may be programmed to transmit an engagement signal to the processing element when the door is forcibly opened or when there is an attempt to forcibly open the door, such as repeated poundings on the door. The sensor(s) may have a minimum force threshold, such that force applied to the door must exceed the threshold before the automatic control system can be automatically activated. Therefore, at least most inadvertent applications of force on the door by people or objects will not cause the system to automatically engage. In addition to or instead of the automatic engagement element(s) **16**, the system **10** may include manual engagement element(s) **18**, such as buttons, switches or the like, that authorized personnel, such as the pilots of an aircraft may actuate if a threat is detected. Thus, one or more manual and/or automatic engagement elements may be located onboard the vehicle, such as within and/or proximate the cockpit of an aircraft, as represented by boxes **16** and **18** of FIGS. **1** and **2**. Furthermore, one or more locations outside the vehicle, i.e., one or more remote locations, but in communication with the vehicle, may include an engagement element, such that if a signal or other communication is received at the remote location that indicates the security of the vehicle may be in jeopardy, the engagement element may be activated from the remote location, as represented by

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box **20** of FIGS. **1** and **2** so as to assume control of the vehicle. For instance, an aircraft may be in communication with one or more remote locations, which may include but is not limited to an airline office, an airport, and one or more governmental agencies, such as a Federal Bureau of Investigation (FBI) office, a Central Intelligence Agency (CIA) office, a Federal Aviation Administration (FAA) office, the office of Homeland Security, a military center, or an anti-terrorist agency office. Personnel and/or equipment at the remote location may monitor the aircraft and may be capable of detecting certain events, such as indications from the flight crew or systems onboard the aircraft and/or movements of the aircraft that suggest the security of the aircraft is in jeopardy. Thus, one or more automatic and/or manual engagement elements may be located at the remote location, such that once it is determined that the security of the air vehicle is in jeopardy, the automatic flight control system **10** of the air vehicle may be automatically or manually engaged from the remote location by transmitting an activation signal to the processing element **14**.

Communication between the vehicle and the remote location may be carried out in any manner known to those skilled in the art. For instance, the communication may be, but is not limited to being, conducted via a radio or satellite network. In addition, the communication link between the vehicle and the remote location may be dedicated for transmitting signals related to the automatic travel control system **10** only. As such, in one embodiment, these communications may be carried out by a transmitter and receiver, including an antenna, that is separate from all of the other communications transmitted and received by the vehicle. In other embodiments, the communications between the vehicle and the remote location may be carried out by the communication link(s) that are shared with other communications transmitted and received by the vehicle. In this embodiment, the signals related to the automatic travel control system may have a higher priority than the other signals carried by the communication link(s). Prioritization of communication signals, particularly in the case of air vehicle communication signals, is discussed in detail in U.S. Pat. application No. 09/994,259, filed on Nov. 26, 2001, and entitled "Methods and Systems for Air Vehicle Telemetry," which is incorporated herein by reference in its entirety.

Once the processing element **14** receives a signal that the automatic control system of the vehicle has been engaged by an associated engagement element **12**, the processing element **14** then initiates control of the path of travel of the vehicle. In particular, the processing element disables any onboard capability to supersede or disengage the automatic control system. As such, in some embodiments of the automatic control system of the present invention employed onboard an aircraft, the processing element initiates control of the aircraft by activating the autopilot system **22** in conjunction with disabling any onboard capability to supersede or disengage the autopilot system, i.e., an uninterruptible autopilot mode, as shown in the embodiment of FIG. **2**. Thus, in this embodiment, when the uninterruptible autopilot mode is engaged the autopilot switching element **50** opens, such that it moves from position **54** to position **52**. In this embodiment, the processing element **14** may be part of the autopilot system **22** or the processing element **14** may be separate from the autopilot system **22**.

In other embodiments, an automatic control system may be a system that is independent of the autopilot system, or the automatic control system may share only some flight control components with the autopilot system, as shown in the embodiment of FIG. **1**. For instance, if the automatic

control system and the autopilot system are separate systems, the automatic control system and the autopilot system may share the automatic throttle system and the automatic landing system or any other component or subsystem of the air vehicle that is common to both systems. Regardless of whether the automatic control system utilizes the autopilot system, the automatic control system controls the subsequent path of travel of the vehicle based upon a route that is either predetermined or calculated by the automatic control system, or that is provided to the automatic control system from an offboard location as described below.

To disable any onboard capability to supersede or disengage the automatic control system, the processing element **14** disables the onboard controls **24**, which may include any type of interface, such as but not limited to an electronic or computer interface, with the controls of the vehicle. For example, when the automatic control system **10** is engaged, the onboard controls **24**, including interfaces to the controls, may be bypassed. FIGS. **1** and **2** illustrate one embodiment of how the controls may be bypassed, although the controls may be bypassed in other manners. In the embodiment of FIGS. **1** and **2**, a first switching element **26** may move from a first position **28** that connects the onboard controls **24** to the processing element **14** and, in turn, to the corresponding internal controls **30** of the vehicle, such as the flight control computer or the like, to a second position **32** that opens the connection between the onboard controls **24** and the corresponding internal controls **30**, such that the onboard controls **24** are disabled. The first position **28** is typically the default position when the automatic control system **10** is not engaged.

In addition, the power control element(s) **34**, such as circuit breakers or any other type of power limiting elements known to those skilled in the art, that are accessible onboard the vehicle are also bypassed when the automatic control system **10** is engaged, such that the automatic control system cannot be disengaged from onboard the vehicle by resetting the associated circuit breakers. FIGS. **1** and **2** also illustrate one embodiment of how the onboard accessible power control element(s) **34** may be bypassed, although the power control element(s) may be bypassed in other manners. A second switching element **36** may move from a first position **38** that connects the power to the automatic control system through the onboard accessible power control element(s) **34** to a second position **40** that connects the power to the automatic control system through inaccessible power control element(s) **35**. In other embodiments for bypassing the onboard accessible power control element(s) **34**, the inaccessible power control element(s) may not be necessary or may be part of the power supply, such that the second switching element **36** may move from the first position to a second position in order to directly connect the automatic control system to the power supply **42**. Again, the first position **28** is typically the default position when the automatic control system **10** is not engaged.

The automatic control system may also be connected to a battery backup power supply, such that power to the automatic control system may not be interrupted, even if the electric power to the system is interrupted.

In addition to disabling any onboard capability to supersede or disengage the automatic control system, the processing element may also transmit a signal to any remote location(s), which may include but are not limited to an airline office, an airport, and one or more governmental agencies, such as a Federal Bureau of Investigation (FBI) office, a Central Intelligence Agency (CIA) office, a Federal Aviation Administration (FAA) office, the office of Home-

land Security, a military center, and/or an anti-terrorist agency office, to indicate that the automatic control system of the vehicle has been engaged, as represented by box **44** of the FIGS. **1** and **2**. This signal therefore alerts the necessary personnel at various locations that the security of the vehicle and/or the contents of the vehicle may be in jeopardy. In addition, the processing element **14** may transmit a signal to other vehicles, particularly those in close proximity, that the automatic travel control system has been engaged. Thus, the vehicles in close proximity will be alerted of the potentially hazardous situation facing the signaling vehicle, and can take precautions to ensure their safety, such as by giving the signaling vehicle a wide berth.

The processing element **14** also may receive commands for controlling the operation of the vehicle via the automatic control system in any manner known to those skilled in the art. When the automatic control system **10** is not engaged, then the processing element typically received commands for controlling the operation of the vehicle from the onboard controls **24**. When the automatic control system **10** is engaged, however, the onboard controls **24** are disabled as described above, and the commands for controlling the operation of the vehicle are supplied from alternative sources. For example, as represented by box **46** of FIGS. **1** and **2**, control commands may be transmitted to the processing element **14** from at least one remote location via a communication link, as described above. Thus, because the vehicle is in communication with the remote location, personnel and/or equipment at the remote location may transmit travel control commands to the processing element. Alternatively or in addition to control commands from a remote location, predetermined travel control commands may be stored onboard the vehicle, such as in a storage element, as represented by box **46** of FIGS. **1** and **2**. Furthermore, the control commands may be generated by software onboard the vehicle or at a remote location that determines autonomous waypoints via a global positioning system (GPS) or inertial navigation system (INS). For instance, in one embodiment of the automatic control system employed onboard an air vehicle, at least a portion of the flight control commands may be generated by the GPS or INS of the air vehicle's autopilot system, as represented by box **50** of FIG. **1** and box **22** of FIG. **2**.

The processing element **14** then transmits the control commands received from the remote location and/or the onboard storage element to the appropriate control component. For instance, flight control commands for an air vehicle may include but are not limited to commands for navigating the air vehicle away from populated areas, flying the air vehicle in a holding pattern, and automatically landing the air vehicle at a predetermined location, such as a military landing site.

Thus, the systems and methods for automatically controlling a path of travel of a vehicle provide techniques for automatically navigating any type of vehicle, such as an air vehicle, train, bus, ship, boat, or the like, in such a manner that unauthorized persons may not gain access to the controls of the vehicle. In addition, once the control system and method of the present invention is initiated, no one onboard the vehicle is capable of controlling the travel of the vehicle, such that it would be useless for anyone to threaten violence in order to gain control of the vehicle. The methods and systems of the present invention therefore ensure that the vehicle will be safely navigated regardless of the threats or actions of the unauthorized persons attempting to gain control of the vehicle. These techniques are advantageous over the conventional techniques for preventing unautho-

ized persons from gaining control over a vehicle because these techniques remove any type of human decision process that may be influenced by the circumstances of the situation.

As such, the automatic control system cannot be disengaged by anyone onboard the vehicle. In general, the safety and security of the vehicle and the contents of the vehicle should be ensured prior to disengaging the automatic control system. For instance, in one embodiment of the present invention as applied in an air vehicle, the automatic control system may be disengaged only when the air vehicle is on the ground and any threat to the safety or security of the air vehicle has been resolved. As such, only a ground crew trained in servicing the air vehicle may be capable of disengaging the automatic control system. In further embodiments, the automatic control system may be disengaged only on a vehicle at rest by a ground crew working in conjunction with authorized personnel, such as government and/or airline/railroad/public transportation or other types of officials, who have ensured there is no longer a threat to the safety or security of the vehicle and the contents of the vehicle. In other embodiments of the automatic control system, authorized personnel, such as government and/or airline/railroad/public transportation or other types of officials, may be able to disengage the automatic control system from a remote location while the vehicle is in operation, so long as the safety and security of the vehicle and the contents of the vehicle has been ensured.

Many modifications and other embodiments of the inventions set forth herein will come to mind to one skilled in the art to which these inventions pertain having the benefit of the teachings presented in the foregoing descriptions and the associated drawings. Therefore, it is to be understood that the inventions are not to be limited to the specific embodiments disclosed and that modifications and other embodiments are intended to be included within the scope of the appended claims. Although specific terms are employed herein, they are used in a generic and descriptive sense only and not for purposes of limitation.

That which is claimed:

1. A method for automatically controlling a path of travel of a vehicle comprising:

engaging an automatic control system of the vehicle;
disabling any onboard capability to supersede the engaged automatic control system, wherein disabling any onboard capability to supersede the engaged automatic control system comprises bypassing at least one onboard accessible power control element by providing power to the automatic control system in response to engagement of the automatic control system via an alternative power control element comprising at least one power limiting element that is inaccessible, wherein bypassing at least one onboard accessible power control element further comprises providing power from an alternative, inaccessible power supply via the alternative power control element comprising at least one power limiting element in response to engagement of the automatic control system; and
controlling operation of the vehicle via the automatic control system.

2. The method according to claim 1, further comprising receiving a signal indicating the safety of the vehicle is jeopardized prior to engaging the automatic control system of the vehicle.

3. The method according to claim 1, wherein engaging the automatic control system comprises manually engaging the automatic control system from onboard the vehicle.

4. The method according to claim 1, wherein engaging the automatic control system comprises automatically engaging the automatic control system when the security of the controls onboard the vehicle is jeopardized.

5. The method according to claim 1, further comprising communicating with at least one location off-board the vehicle via a communication link between the vehicle and the at least one off-board location.

6. The method according to claim 5, wherein engaging the automatic control system comprises remotely engaging the automatic control system from the at least one location off-board the vehicle via the communication link.

7. The method according to claim 5, wherein controlling operation of the vehicle via the automatic control system comprises receiving control commands from the at least one location off-board the vehicle via the communication link and carrying out the control commands.

8. The method according to claim 1, wherein disabling any onboard capability to supersede the engaged automatic control system comprises disabling any onboard capability to disengage the engaged automatic control system.

9. The method according to claim 1, wherein disabling any onboard capability to supersede the engaged automatic control system comprises disconnecting onboard controls.

10. The method according to claim 1, wherein controlling operation of the vehicle via the automatic control system comprises receiving predetermined control commands stored onboard the vehicle and executing the predetermined control commands.

11. The method according to claim 1, wherein engaging an automatic control system comprises engaging an automatic flight control system of an air vehicle, wherein disabling any onboard capability to supersede the engaged automatic control system comprises disabling any onboard capability to supersede the engaged automatic flight control system, and wherein controlling operation of the vehicle comprises controlling operation of the air vehicle via the automatic flight control system.

12. The method according to claim 11, wherein controlling operation of the air vehicle via the automatic flight control system comprises determining a navigation path of the air vehicle to control at least one of a flight operation of the air vehicle and a landing of the air vehicle.

13. The method according to claim 1, further comprising establishing communications relating to the automatic control system via a dedicated communications link between the vehicle and a remote location, wherein the dedicated communications link is distinct from any communications link established for other types of communications.

14. The method according to claim 1, wherein the at least one power limiting element comprises at least one circuit breaker.

15. A system for automatically controlling a path of travel of a vehicle comprising:

at least one engagement element capable of engaging an automatic control system of the vehicle; and
at least one processing element capable of disabling any onboard capability to supersede the engaged automatic control system and any onboard capability to disengage the engaged automatic control system, and wherein said processing element is capable of receiving instructions for controlling operation of the vehicle via the automatic control system, and wherein said processing element is also capable of providing power to the automatic control system from an alternative, inaccessible power supply in response to engagement of the automatic control system, and wherein said processing

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element is further capable of bypassing at least one onboard accessible power control element in response to engagement of the automatic control system so as to provide power to the automatic control system from the alternative, inaccessible power supply via an alternative power control element comprising at least one power limiting element that is also inaccessible.

16. The system according to claim 15, wherein said at least one engagement element is located onboard the vehicle and is capable of receiving an input from onboard the vehicle to engage the automatic control system.

17. The system according to claim 15, wherein said at least one engagement element is located onboard the vehicle and is capable of automatically engaging the automatic control system when the security of the controls onboard the vehicle is jeopardized.

18. The system according to claim 15, further comprising a communication system capable of communicating with at least one location off-board the vehicle via a communication link between the vehicle and the at least one off-board location.

19. The system according to claim 18, wherein one of said at least one engagement element is located outside the vehicle and is capable of remotely engaging the automatic control system via the communication link of said communication system.

20. The system according to claim 18, wherein said processing element is also capable of receiving control commands from at least one location outside the vehicle via the communication link of said communication system.

21. The system according to claim 15, wherein said processing element is also capable of disconnecting onboard controls.

22. The system according to claim 15, further comprising a storage element onboard the vehicle, and wherein said processing element is also capable of receiving predetermined control commands from said storage element for controlling operation of the vehicle via the automatic control system.

23. The system according to claim 15, wherein said at least one engagement element is capable of engaging an automatic flight control system of an air vehicle, wherein said at least one processing element is capable of disabling any onboard capability to supersede the engaged automatic flight control system and any onboard capability to disengage the engaged automatic flight control system, and wherein said at least one processing element is capable of receiving instructions for controlling operation of the air vehicle via the automatic flight control system.

24. The system according to claim 15, further comprising a transmitter and a receiver for establishing a dedicated communications link for communications relating to the automatic control system between the vehicle and a remote location, wherein the dedicated communications link is distinct from any communications link established for other types of communications.

25. The system according to claim 15, wherein the at least one power limiting element comprises at least one circuit breaker.

26. A method of engaging an uninterruptible autopilot mode to automatically control flight operations of an air vehicle, comprising:

initiating an autopilot system of the air vehicle;
disconnecting onboard flight controls and bypassing at least one onboard accessible power control element to connect the autopilot system of the air vehicle to an alternative, inaccessible power supply in response to

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initiation of the autopilot system, such that the uninterruptible autopilot mode of the air vehicle is engaged, wherein bypassing at least one onboard accessible power control element comprises switching from the at least one onboard accessible power control element to an alternative, inaccessible power control element comprising at least one power limiting element so as to supply power via the alternative, inaccessible power control element to the autopilot system from the alternative, inaccessible power supply in response to initiation of the autopilot system; and automatically navigating the air vehicle without input from onboard the air vehicle via the uninterruptible autopilot mode of the air vehicle.

27. The method according to claim 26, wherein initiating an autopilot mode of the air vehicle comprises transmitting an uninterruptible autopilot mode signal from onboard the air vehicle to the autopilot system of the air vehicle.

28. The method according to claim 27, wherein transmitting an uninterruptible autopilot mode signal from onboard the air vehicle comprises automatically transmitting an uninterruptible autopilot mode signal upon an occurrence of an event onboard the air vehicle.

29. The method according to claim 26, wherein initiating an autopilot mode of the air vehicle comprises transmitting an uninterruptible autopilot mode signal from a remote location to the autopilot system of the air vehicle.

30. The method according to claim 26, further comprising transmitting a signal from the air vehicle to at least one remote location to indicate that the uninterruptible autopilot mode of the air vehicle has been engaged, subsequent to initiating the autopilot mode of the air vehicle.

31. The method according to claim 26, wherein automatically navigating the air vehicle comprises automatically navigating the air vehicle away from populated areas.

32. The method according to claim 26, wherein automatically navigating the air vehicle comprises automatically navigating the air vehicle to one of a plurality of predetermined landing sites and automatically landing the air vehicle at the landing site.

33. The method according to claim 26, further comprising establishing communications relating to the autopilot system via a dedicated communications link between the air vehicle and a remote location, wherein the dedicated communications link is distinct from any communications link established for other types of communications.

34. The method according to claim 26, wherein the at least one power limiting element comprises at least one circuit breaker.

35. An uninterruptible autopilot system for automatically controlling flight operations of an air vehicle, comprising: an autopilot system capable of receiving a signal to initiate the uninterruptible autopilot system of the air vehicle;

at least one switching element capable of disconnecting onboard manual flight controls and bypassing at least one onboard accessible power control element to connect said autopilot system of the air vehicle to an alternative inaccessible power supply in response to initiation of the autopilot system, such that the uninterruptible autopilot system of the air vehicle is engaged, wherein said at least one switching element is responsive to initiation of the uninterruptible autopilot system so as to bypass at least one onboard accessible power control element by switching from the at least one onboard accessible power control element to an alternative, inaccessible power control element com-

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prising at least one power limiting element so as to supply power via the alternative, inaccessible power control element to the autopilot system from the alternative, inaccessible power supply; and

a processing element capable of automatically navigating the air vehicle without input from onboard the air vehicle via the uninterruptible autopilot system of the air vehicle.

36. The system according to claim 35, wherein said autopilot system is capable of receiving a signal from onboard the air vehicle to initiate the uninterruptible autopilot system of the air vehicle.

37. The system according to claim 36, wherein said autopilot system is capable of receiving an automatically generated signal from onboard the air vehicle to initiate the uninterruptible autopilot system of the air vehicle.

38. The system according to claim 35, wherein said autopilot system is capable of receiving a signal from a location off-board the air vehicle to initiate the uninterruptible autopilot system of the air vehicle.

39. The system according to claim 35, wherein said autopilot system is capable of transmitting a signal to at least one remote location to indicate that the uninterruptible autopilot system of the air vehicle has been engaged.

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40. The system according to claim 35, wherein said processing element is capable of receiving directions to automatically navigate the air vehicle away from populated areas.

41. The system according to claim 35, wherein said processing element is capable of receiving directions to automatically navigate the air vehicle to one of a plurality of predetermined landing sites and automatically landing the air vehicle at the landing site.

42. The system according to claim 35, wherein said autopilot system comprises said processing element.

43. The system according to claim 35, further comprising a transmitter and a receiver for establishing a dedicated communications link for supporting communications relating to the autopilot system between the air vehicle and a remote location, wherein the dedicated communications link is distinct from any communications link established for other types of communications.

44. The system according to claim 35, wherein the at least one power limiting element comprises at least one circuit breaker.

* * * * *

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [9M-MRO]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status	Message Type		Source/Destination						

Mar. 7, 2014

15:54:31	46817955	Outgoing Uplink	9M-MRO	MH0370	KUL	MHKULKJACM001	071554	CMD	RELAY
Uplink Sent	Frequency Auto-tune -- Frequency Auto-tune B777		BKKXCXA						

QU BKKXCXA
 .DPCCAMH 071554
☐CMD
 AN 9M-MRO/FI MH0370/GL KUL/MA 988I
 - QUDPCCAMH~1RA101071554
 Message:
 SWITCH VHF3 TO VOICE
 (131.550)
 IF SATCOM SERVICABLE
 FROM MH OPS

15:54:31	46817955	Outgoing Ground	9M-MRO	MH0370	KUL	MHKULKJACM001	071554	CMD	BATAPCNX
Routed			BATAP_TO_MSW						

QU BKKXCXA
 .DPCCAMH 071554
☐CMD
 AN 9M-MRO/FI MH0370/GL KUL/MA 988I
 - QUDPCCAMH~1RA101071554
 Message:
 SWITCH VHF3 TO VOICE
 (131.550)
 IF SATCOM SERVICABLE
 FROM MH OPS

15:54:36	46817955	Incoming Downlink	9M-MRO	MH0370	KUL	MHKULKJACM001	071554	MAS	RELAY
Normal	MAS-S (successful)		BKKXCXA						

QU DPCCAMH
 .BKKXCXA 071554
☐MAS
 AN 9M-MRO/FI MH0/MA 988S
 DT BKK KUL 071554 S05A

15:54:41	46817961	Incoming Downlink	9M-MRO	MH0000	POR1	MHKULKJACM001	071554	MED	RELAY
Normal	Established SATCOM		QXSXMXS						

QU DPCCAMH
 .QXSXMXS 071554
☐MED
 FI MH0000/AN 9M-MRO
 DT QXT POR1 071554 S04A
 - 0ES155446VS

15:54:53	46817964	Incoming Downlink	9M-MRO	MH0000	POR1	MHKULKJACM001	071555	MED	RELAY
Normal	Lost VHF		QXSXMXS						

QU DPCCAMH
 .QXSXMXS 071555
☐MED
 FI MH0000/AN 9M-MRO
 DT QXT POR1 071555 S06A
 - 0LV155453S

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

<u>Time</u>	<u>Trans.</u>	<u>Direction</u>	<u>AN</u>	<u>FI</u>	<u>Medium</u>	<u>Machine</u>	<u>Raw DTG</u>	<u>SMI</u>	<u>Application</u>
<u>Status</u>		<u>Message Type</u>			<u>Source/Destination</u>				

Mar. 7, 2014

15:54:41	46817961	Incoming Downlink	9M-MRO	MH0000	POR1	MHKULKJACM001	071554	MED	RELAY
Normal		Established SATCOM			QXSXMXS				

QU DPCCAMH
 .QXSXMXS 071554
 □MED
 FI MH0000/AN 9M-MRO
 DT QXT POR1 071554 S04A
 - 0ES155446VS

15:54:53	46817964	Incoming Downlink	9M-MRO	MH0000	POR1	MHKULKJACM001	071555	MED	RELAY
Normal		Lost VHF			QXSXMXS				

QU DPCCAMH
 .QXSXMXS 071555
 □MED
 FI MH0000/AN 9M-MRO
 DT QXT POR1 071555 S06A
 - 0LV155453S

15:56:08	46817982	Incoming Downlink	9M-MRO	MH0370	POR1	MHKULKJACM001	071556	MED	RELAY
Normal		Established SATCOM			QXSXMXS				

QU DPCCAMH
 .QXSXMXS 071556
 □MED
 FI MH0370/AN 9M-MRO
 DT QXT POR1 071556 S08A
 - 0ES155607S

15:57:57	46818013	Incoming Downlink	9M-MRO	MH0370	POR1	MHKULKJACM001	071558	MED	RELAY
Normal		Established SATCOM			QXSXMXS				

QU DPCCAMH
 .QXSXMXS 071558
 □MED
 FI MH0370/AN 9M-MRO
 DT QXT POR1 071558 S10A
 - 0ES155759S

16:00:13	46818050	Incoming Downlink	9M-MRO	MH0370	IOR2	MHKULKJACM001	071600	MED	RELAY
Normal		Established SATCOM			QXSXMXS				

QU DPCCAMH
 .QXSXMXS 071600
 □MED
 FI MH0370/AN 9M-MRO
 DT QXT IOR2 071600 S12A
 - 0ES160015S

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status		Message Type							Source/Destination

Mar. 7, 2014

16:06:15	46818160	Outgoing Uplink	9M-MRO	MH0370		MHKULKJACM001	071606	AGM	RELAY
Uplink Sent		AGM NOTOC Uplink B777 -- AGM NOTOC Uplink B77 QXSXMXS							

QU QXSXMXS
 .DPCCAMH 071606
 □AGM
 AN 9M-MRO/FI MH0370/MA 989I
 -
 NOTOC MESSAGE
 SPECIAL LOAD NOTOC

 FLIGHT DATE EDNO
 MH 0370 /08 08MAR14 01
 FROM/TO AC/REG
 KULPEK 9M-MRO

 OTHER SPECIAL LOAD

 TO POS PCS QTY/TI IMP
 DESCRIPTION
 PEK 41L 001 1128KG PER
 MANGOSTEEN

 PEK 41R 001 1152KG PER
 MANGOSTEEN

 PEK 43L 001 1148KG PER
 MANGOSTEEN

 PEK 44L 001 1138KG PER
 MANGOSTEEN

 THERE IS NO EVIDENCE
 THAT ANY DAMAGED OR
 LEAKING PACKAGES
 CONTAINING DANGEROUS
 GOODS HAVE BEEN LOADED
 ON THE AIRCRAFT AT THIS
 STATION.

 END ACARS NOTOC

16:06:15	46818160	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071606	MAS	RELAY
Normal		MAS-L (link ack)				QXSXMXS			

QU DPCCAMH
 .QXSXMXS 071606
 □MAS
 AN 9M-MRO/FI MH0370/MA 989L

16:06:32	46818160	Incoming Downlink	9M-MRO	MH0370	IOR2	MHKULKJACM001	071606	MAS	RELAY
Normal		MAS-S (successful)				QXSXMXS			

QU DPCCAMH
 .QXSXMXS 071606
 □MAS
 AN 9M-MRO/FI MH0370/MA 989S
 DT QXT IOR2 071606 S15A

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status		Message Type			Source/Destination				

Mar. 7, 2014

16:06:32	381598235	Outgoing Uplink	9M-MRO	MH0370		MHKULKJACM001	071606	AGM	RELAY
Uplink Sent		Loadsheet FINAL <9M-MR> -- LOADSHEET - AGM(Pr QXSXMXS							

QU QXSXMXS
.DPCCAMH 071606
□AGM
AN 9M-MRO/FI MH0370/MA 990I
-
X LOADSHEET FINAL 1606 01
MH0370/ 07MAR14
KUL PEK 9M-MRO 2/10
ZFW 174369 MAX 195044 L
TOF 49100
TOW 223469 MAX 286897
TIF 37200
LAW 186269 MAX 208652
UNDLD 20675
PAX/10/215 TTL 227
TTL 222/3/2
TTL COMPARTMENTS 014296
1/2500 2/4530 3/804 4/5
885 5/577 0/0
SEATING
0A/10 0B/127 0C/88

DOI 59.07

LIZFW 67.05
MACZFW 31.65
LITOW 70.05
MACTOW 33.78

DLI 57.29
STAB TO 03.9 MID
SI:
NOTOC YES
TTL PAYLOAD 014296
DOW 143283

WBC K8-45
EXP 20SEP14
NOTOC - YES

PAX/10/215 TTL 227
TTL 222/3/2

0A/10 0B/127 0C/88

* PLSE ACK WITH *

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status	Message Type		Source/Destination						

Mar. 7, 2014

```
* "LS FINAL OK (LIC NO) (DEP STATION-ICAO) " *
* WHEN RECEIVE LS *
*-----*
```

16:06:33	381598235	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071606	MAS	RELAY
Normal	MAS-L (link ack)		QXSXMXS						

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QU DPCCAMH
.QXSXMXS 071606
MAS
AN 9M-MRO/FI MH0370/MA 990L
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16:07:06	381598235	Incoming Downlink	9M-MRO	MH0370	IOR2	MHKULKJACM001	071607	MAS	RELAY
Normal	MAS-S (successful)		QXSXMXS						

```
QU DPCCAMH
.QXSXMXS 071607
MAS
AN 9M-MRO/FI MH0370/MA 990S
DT QXT IOR2 071607 S20A
```

16:09:28	46818215	Incoming Downlink	9M-MRO	MH0370	IOR2	MHKULKJACM001	071609	A81	RELAY
Normal	B777 Final Loadsheets Acknowledgement		QXSXMXS						

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QU DPCCAMH
.QXSXMXS 071609
A81
FI MH0370/AN 9M-MRO
DT QXT IOR2 071609 M00A
- LS FINAL OK
751 KUL
```

16:10:54	46818244	Incoming Downlink	9M-MRO	MH0370	IOR2	MHKULKJACM001	071611	MED	RELAY
Normal	Established SATCOM		QXSXMXS						

```
QU DPCCAMH
.QXSXMXS 071611
MED
FI MH0370/AN 9M-MRO
DT QXT IOR2 071611 S21A
- 0ES161101S
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16:27:57	46818462	Incoming Downlink	9M-MRO	MH0370	IOR2	MHKULKJACM001	071628	M11	RELAY
Normal	OOOI B777 OUT Report		QXSXMXS						

```
QU DPCCAMH
.QXSXMXS 071628
M11
FI MH0370/AN 9M-MRO
DT QXT IOR2 071628 M01A
- OUT01MAS370 /--071627WMKKZBAA
1627 496-----
```


From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

<u>Time</u>	<u>Trans.</u>	<u>Direction</u>	<u>AN</u>	<u>FI</u>	<u>Medium</u>	<u>Machine</u>	<u>Raw DTG</u>	<u>SMI</u>	<u>Application</u>
<u>Status</u>		<u>Message Type</u>			<u>Source/Destination</u>				
Mar. 7, 2014									
16:29:33	46818489	Incoming Downlink	9M-MRO	MH0370	IOR2	MHKULKJACM001	071629	DFD	RELAY
Normal		B777 APU Report			QXSXMXS				
QU DPCCAMH .QXSXMXS 071629 □DFD FI MH0370/AN 9M-MRO DT QXT IOR2 071629 D00A - MAS002A0 B777 APU OPS REPORT 332 ACID FLT FM FLCT DATE GMT DPT DST MRO S370 PO 318 07/03/14 16:29:12 WMKK ZBAA SWID SFC 316A-BSM-710-02 17911 APU CYC APU TOT HRS APU PREV FLT HRS 15699 22093 4									
16:41:43	46818633	Incoming Downlink	9M-MRO	MH0370	IOR2	MHKULKJACM001	071641	M12	RELAY
Normal		OOOI B777 OFF Report			QXSXMXS				
QU DPCCAMH .QXSXMXS 071641 □M12 FI MH0370/AN 9M-MRO DT QXT IOR2 071641 M02A - OFF01MAS370 /--071641WMKKZBAA 1641 492									
16:42:43	46818641	Incoming Downlink	9M-MRO	MH0370	IOR2	MHKULKJACM001	071642	DFD	RELAY
Normal		B777 TAKE OFF REPORT<03> (RR)			QXSXMXS				
QU DPCCAMH .QXSXMXS 071642 □DFD FI MH0370/AN 9M-MRO DT QXT IOR2 071642 D01A - <03>CSMROS370IC 318070314164158WMKKZBAA492320 319 3441739265 330 2778 101708 -3497100218676 06 3050F03 50 285 286 286 36 36 51463 883 960 963 760077577500 51462 888 959 967 775978978900 1526223650109314442198 329 2822 5958 1524223778108534442198 329 2797 5939 1036 1125 6681299149712981298 90 1093 1116 6681299150012991299 92 0113118013012031031071073 66299 0146149059058028028090092159 99 4274 34120 697013660 00E000058 4255 34920 668018150 00E000058 3 4 40229503060 38668 366 87 1 2 44233853060 39667 408 85 0 0 0 0 0 0 1 0 0 0 0 0 0 1 000842000088 000844000088									

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

<u>Time</u>	<u>Trans.</u>	<u>Direction</u>	<u>AN</u>	<u>FI</u>	<u>Medium</u>	<u>Machine</u>	<u>Raw DTG</u>	<u>SMI</u>	<u>Application</u>
<u>Status</u>	<u>Message Type</u>		<u>Source/Destination</u>						
Mar. 7, 2014									
16:55:58	46818816	Incoming Downlink	9M-MRO	MH0370	IOR2	MHKULKJACM001	071656	DFD	RELAY
Normal	B777 CLIMB REPORT<43> (RR)		QXSXMXS						

QU DPCCAMH
.QXSXMXS 071656
□DFD
FI MH0370/AN 9M-MRO
DT QXT IOR2 071656 D02A
- <43>CSMROS370CL 318070314165221WMKKZBAA485880
321 222782998680 118 3619 102020 2757100219299
16 3050308 5)
51463 939 971 966 7782713713659
51462 940 967 969 7881723723661
839014503 70322948113 117 2752 5906
836914534 69792941112 117 2734 5908
99 1468 6591342136313361340 47
100 1448 6611342136613391341 52
0062064020021029030048048 25298
0090093055056020020061063139)
5535 50180 2176016320 0
5470 51250 2175015410 0
35 35 42155833060 38 392 570E000058
27 29 46157863060 41 392 550E000058
9536449 2350130213028
15000601 2225128312838
25024722 950134013408
000842000082
000844000082

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status		Message Type			Source/Destination				

Mar. 7, 2014

17:07:29	46818992	Incoming Downlink	9M-MRO	MH0370	IOR2	MHKULKJACM001	071707	DFD	RELAY
Normal		DFD B777 Position Report (NEW)			QXSXMXS				

QU DPCCAMH

.QXSXMXS 071707

□DFD

FI MH0370/AN 9M-MRO

DT QXT IOR2 071707 D03A

- MAS001A0 B777 POSITION REPORT 565

ACID FLT FM FLCT DATE DPT DST

MRO S370 TR 318 07/03/14 WMKK ZBAA

SWID SFC

316A-BSM-710-02 18661

GMT ALT CAS MACH TAT SAT LAT LONG

164143 103 168.4 .255 31.1 27.3 2.767 101.715

164643 10582 261.8 .478 23.4 10.4 3.074 101.760

165143 21193 301.1 .669 11.6 -11.8 3.553 101.988

165643 28938 303.1 .783 2.6 -27.4 4.109 102.251

170143 34998 278.0 .819 -13.4 -43.9 4.708 102.534

170643 35004 278.4 .821 -13.1 -43.8 5.299 102.813

GWT TOTFW WINDIR WINDSP THDG

492520 49200 140.3 1.25 -33.5

489200 47800 107.6 9.38 27.3

486240 46500 91.8 19.50 27.8

483840 45400 58.4 10.63 26.0

481880 44500 69.6 17.38 26.8

480600 43800 70.0 17.13 26.7

18:03:23	46819784	Outgoing Uplink	9M-MRO	MH0370		MHKULKJACM001	071803	AGM	RELAY
Uplink Sent		B777 Cockpit Printer Uplink for ODC -- B777 Cockpit QXSXMXS							

QU QXSXMXS

.DPCCAMH 071803

□AGM

AN 9M-MRO/FI MH0370/MA 991I

-

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| MALAYSIA AIRLINES - ODC |

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URGET REQUEST

PLS CONTACT HO CHI MING ATC ASAP

THEY COMPLAIN CANNOT TRACK YOU ON THEIR RADAR

I RECEIVED CALL FROM SUBANG CENTRE

PLS ACK THESE MSG

REGARDS

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status		Message Type			Source/Destination				

Mar. 7, 2014

18:03:24	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071803	MAS	RELAY
Normal		MAS-L (link ack)			QXSXMXS				

QU DPCCAMH
 .QXSXMXS 071803
 □MAS
 AN 9M-MRO/FI MH0370/MA 991L

18:06:25	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071806	MAS	RELAY
Normal		MAS-F (failed)			QXSXMXS				

QU DPCCAMH
 .QXSXMXS 071806
 □MAS
 AN 9M-MRO/FI MH0370/MA 991F
 - UP INTERCEPT AIRCRAFT NOT LOGGED ON 234

 QU QXSXMXS
 .DPCCAMH 071803
 AGM
 AN 9M-MRO/FI MH0370/MA 991I
 -
 =====
 | MALAYSIA AIRLINES - ODC |
 =====
 URGET REQUEST

 PLS CONTACT

18:08:09	46819784	Outgoing Uplink	9M-MRO	MH0370		MHKULKJACM001	071808	AGM	RELAY
Retransmitted		B777 Cockpit Printer Uplink for ODC -- B777 Cockpit			QXSXMXS				

QU QXSXMXS
 .DPCCAMH 071808
 □AGM
 AN 9M-MRO/FI MH0370/MA 991I
 -
 =====
 | MALAYSIA AIRLINES - ODC |
 =====
 URGET REQUEST

 PLS CONTACT HO CHI MING ATC ASAP

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 REGARDS

18:08:11	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071808	MAS	RELAY
Normal		MAS-L (link ack)			QXSXMXS				

QU DPCCAMH
 .QXSXMXS 071808
 □MAS
 AN 9M-MRO/FI MH0370/MA 991L

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status		Message Type							

Mar. 7, 2014

18:08:13	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071808	MAS	RELAY
Normal		MAS-F (failed)			QXSXMXS				

```

QU DPCCAMH
.QXSXMXS 071808
□MAS
AN 9M-MRO/FI MH0370/MA 991F
- UP INTERCEPT AIRCRAFT NOT LOGGED ON                234

QU QXSXMXS
.DPCCAMH 071808
AGM
AN 9M-MRO/FI MH0370/MA 991I
-
=====
| MALAYSIA AIRLINES - ODC                                |
=====
URGET REQUEST
PLS CONTACT
  
```

18:10:00	46819784	Outgoing Uplink	9M-MRO	MH0370		MHKULKJACM001	071810	AGM	RELAY
Retransmitted		B777 Cockpit Printer Uplink for ODC -- B777 Cockpit QXSXMXS							

```

QU QXSXMXS
.DPCCAMH 071810
□AGM
AN 9M-MRO/FI MH0370/MA 991I
-
=====
| MALAYSIA AIRLINES - ODC                                |
=====
URGET REQUEST

PLS CONTACT HO CHI MING ATC ASAP

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PLS ACK THESE MSG

REGARDS
  
```

18:10:00	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071810	MAS	RELAY
Normal		MAS-L (link ack)			QXSXMXS				

```

QU DPCCAMH
.QXSXMXS 071810
□MAS
AN 9M-MRO/FI MH0370/MA 991L
  
```

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status		Message Type							

Mar. 7, 2014

18:10:02	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071810	MAS	RELAY
Normal		MAS-F (failed)			QXSXMXS				

```

QU DPCCAMH
.QXSXMXS 071810
□MAS
AN 9M-MRO/FI MH0370/MA 991F
-   UP INTERCEPT AIRCRAFT NOT LOGGED ON                234

QU QXSXMXS
.DPCCAMH 071810
AGM
AN 9M-MRO/FI MH0370/MA 991I
-
=====
| MALAYSIA AIRLINES - ODC                                |
=====
URGET REQUEST

PLS CONTACT

```

18:11:50	46819784	Outgoing Uplink	9M-MRO	MH0370		MHKULKJACM001	071811	AGM	RELAY
Retransmitted		B777 Cockpit Printer Uplink for ODC -- B777 Cockpit QXSXMXS							

```

QU QXSXMXS
.DPCCAMH 071811
□AGM
AN 9M-MRO/FI MH0370/MA 991I
-
=====
| MALAYSIA AIRLINES - ODC                                |
=====
URGET REQUEST

PLS CONTACT HO CHI MING ATC ASAP

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I RECEIVED CALL FROM SUBANG CENTRE

PLS ACK THESE MSG

REGARDS

```

18:11:50	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071812	MAS	RELAY
Normal		MAS-L (link ack)			QXSXMXS				

```

QU DPCCAMH
.QXSXMXS 071812
□MAS
AN 9M-MRO/FI MH0370/MA 991L

```

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status		Message Type							

Mar. 7, 2014

18:11:52	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071812	MAS	RELAY
Normal		MAS-F (failed)			QXSXMXS				

```

QU DPCCAMH
.QXSXMXS 071812
□MAS
AN 9M-MRO/FI MH0370/MA 991F
- UP INTERCEPT AIRCRAFT NOT LOGGED ON                234

QU QXSXMXS
.DPCCAMH 071811
AGM
AN 9M-MRO/FI MH0370/MA 991I
-
=====
| MALAYSIA AIRLINES - ODC                                |
=====
URGET REQUEST

PLS CONTACT
  
```

18:13:40	46819784	Outgoing Uplink	9M-MRO	MH0370		MHKULKJACM001	071813	AGM	RELAY
Retransmitted		B777 Cockpit Printer Uplink for ODC -- B777 Cockpit QXSXMXS							

```

QU QXSXMXS
.DPCCAMH 071813
□AGM
AN 9M-MRO/FI MH0370/MA 991I
-
=====
| MALAYSIA AIRLINES - ODC                                |
=====
URGET REQUEST

PLS CONTACT HO CHI MING ATC ASAP

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I RECEIVED CALL FROM SUBANG CENTRE

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REGARDS
  
```

18:13:41	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071813	MAS	RELAY
Normal		MAS-L (link ack)			QXSXMXS				

```

QU DPCCAMH
.QXSXMXS 071813
□MAS
AN 9M-MRO/FI MH0370/MA 991L
  
```


From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status		Message Type							

Mar. 7, 2014

18:13:42	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071813	MAS	RELAY
Normal		MAS-F (failed)			QXSXMXS				

```

QU DPCCAMH
.QXSXMXS 071813
□MAS
AN 9M-MRO/FI MH0370/MA 991F
- UP INTERCEPT AIRCRAFT NOT LOGGED ON                234

QU QXSXMXS
.DPCCAMH 071813
AGM
AN 9M-MRO/FI MH0370/MA 991I
-
=====
| MALAYSIA AIRLINES - ODC                                |
=====
URGET REQUEST
PLS CONTACT
  
```

18:15:23	46819784	Outgoing Uplink	9M-MRO	MH0370		MHKULKJACM001	071815	AGM	RELAY
Retransmitted		B777 Cockpit Printer Uplink for ODC -- B777 Cockpit QXSXMXS							

```

QU QXSXMXS
.DPCCAMH 071815
□AGM
AN 9M-MRO/FI MH0370/MA 991I
-
=====
| MALAYSIA AIRLINES - ODC                                |
=====
URGET REQUEST

PLS CONTACT HO CHI MING ATC ASAP

THEY COMPLAIN CANNOT TRACK YOU ON THEIR RADAR

I RECEIVED CALL FROM SUBANG CENTRE

PLS ACK THESE MSG

REGARDS
  
```

18:15:23	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071815	MAS	RELAY
Normal		MAS-L (link ack)			QXSXMXS				

```

QU DPCCAMH
.QXSXMXS 071815
□MAS
AN 9M-MRO/FI MH0370/MA 991L
  
```

From Mar. 07, 2014 15:54:00 to Mar. 07, 2014 18:15:59

Filter: Aircraft registration [MRO], Source/destination [QXSXMXS]

Time	Trans.	Direction	AN	FI	Medium	Machine	Raw DTG	SMI	Application
Status		Message Type			Source/Destination				
Mar. 7, 2014									
18:15:25	46819784	Incoming Downlink	9M-MRO	MH0370		MHKULKJACM001	071815	MAS	RELAY
Normal		MAS-F (failed)			QXSXMXS				

QU DPCCAMH
.QXSXMXS 071815
□MAS
AN 9M-MRO/FI MH0370/MA 991F
- UP INTERCEPT AIRCRAFT NOT LOGGED ON234

QU QXSXMXS
.DPCCAMH 071815
AGM
AN 9M-MRO/FI MH0370/MA 991I
-
=====

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URGET REQUEST

PLS CONTACT